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THE ST. LAWRENCE RIVER PLEASURE ROUTE!

The Richelieu and Ontario Navigation Coy's
ROYAL MAIL LINE

— OF —

➤* MAGNIFICENT SIDE-WHEEL STEAMERS *➤

— BETWEEN —

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MONTREAL AND QUEBEC

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INTER-WATER COMMUNICATION

on the Continent, and which for grandeur and variety of scenery cannot be surpassed—if equalled in the world. This line, after leaving Kingston, passes through the romantic scenery of the beautiful Lake of the Thousand Islands, and all the Rapids of the River St. Lawrence, by daylight, under the guidance of old and experienced pilots, including the famous "BAPTISTE," (Indian Pilot).

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ALEXANDER MILLOY,

Traffic Manager.

J. B. LABELLE,

General Manager

The
St. Lawrence Hall



Montreal City Guide.



1885



MONTREAL:

PRINTED BY THE CANADA BANK NOTE COMPANY. .



THE * RUSSELL,

OTTAWA.

THE PALACE HOTEL OF CANADA.



THIS magnificent new hotel is fitted up in the most modern style. The Russell contains accommodation for over FOUR HUNDRED GUESTS, with Passenger and Baggage Elevators, and commands a splendid view of the City, Parliamentary Grounds, River and Canal. Visitors to the Capital having business with the Government find a most convenient to stop at the Russell, where they can always meet leading public men. The entire Hotel is supplied with escapes, and in case of fire there would not be any confusion or danger. Every attention paid to guests.

J. GOUIN & CO.,

PROPRIETORS.

PREFACE.

OWING to the fact that a large number of tourists visit the City of Montreal annually, the majority of whom make a trip down the St. Lawrence, the value and usefulness of a publication of this nature cannot be questioned. In the summer months the leading Hotels are filled with such visitors, who find much in our City and its environs to interest them. It is chiefly for the benefit of such tourists that "THE ST. LAWRENCE HALL MONTREAL CITY GUIDE" has been published. In it will be found a complete and reliable directory of all places of interest in and around the City ; and also a description of public buildings, churches, &c., together with a variety of other useful informations.

The business houses whose advertisements appear in the "GUIDE" are the first in their respective lines of business, and as such we can cordially recommend them to our readers, as establishments where they will be fairly dealt with, both as to quality of goods and prices.

MONTREAL, MAY, 1885.

PLACES OF INTEREST IN AND AROUND MONTREAL.

THE NEW MOUNTAIN PARK AND DRIVE.	ACADEMY OF MUSIC.
THE DRIVE TO LACHINE.	BONSECOURS MARKET.
MOUNT ROYAL CEMETERY.	MCGILL COLLEGE.
ST. HELEN'S ISLAND.	CHURCH OF N. DAME DE LOURDES.
THE DRIVE AROUND THE MOUNTAIN	JESUIT'S CHURCH AND COLLEGE.
Y. MEN'S C. ASSOCIATION BLD'G.	ENGLISH CATHEDRAL.
POST OFFICE.	GREY NUNNERY.
CITY HALL.	VICTORIA BRIDGE.
NOTRE DAME CHURCH	HOTEL-DIEU HOSPITAL.
CATHOLIC COMMERCIAL ACADEMY.	QUEEN'S HALL BLOCK.
BANK OF MONTREAL.	ART ASSOCIATION
MOLSONS BANK.	GALLERY OF PAINTINGS
COURT HOUSE.	NATURAL HISTORY
	SOCIETY'S MUSEUM

} Phillips Sq.

} 32 University St.

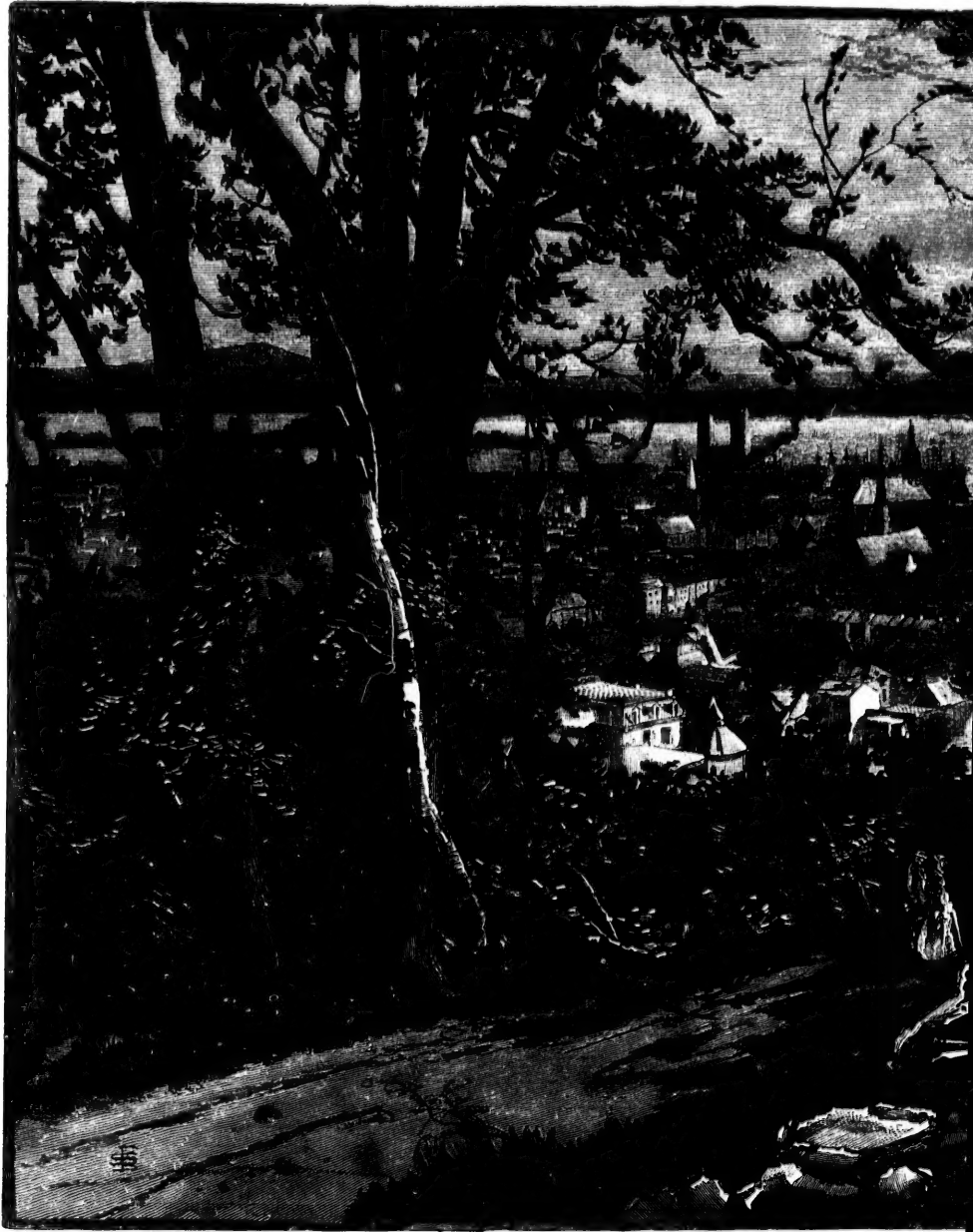
PLACES OF INTEREST IN OTTAWA.

PARLIAMENT AND DEPARTEMENTAL BUILDINGS.	RIDEAU HALL.
POST OFFICE.	STATUE OF SIR GEORGE CARTIER.
CANADIAN FISHERIES EXHIBIT.	THE RIFLE RANGES.
GEOLOGICAL MUSEUM.	CATHOLIC CATHEDRAL (Basilica.)
MAJOR'S HILL PARK.	ST. JOSEPH CHURCH AND OTTAWA COLLEGE.
JACQUES CARTIER SQUARE AND DRILL HALL.	OTTAWA COLLEGIATE INSTITUTE.
CHAUDIÈRE FALLS AND SUSPENSION BRIDGE.	THE LADIES COLLEGE.
EDDY'S MATCH AND WOODEN WARE FACTORIES.	CHRIST CHURCH.
TIMBER SLIDES.	ST. ANDREW'S
LOVER'S WALK, (around Parliament Hill.)	GRAND OPERA HOUSE.
	EXHIBITION GROUNDS.

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ACADEMY OF MUSIC, (Cor. Victoria and St. Catherine Streets.)	CRYSTAL PALACE OPERA HOUSE, (Dominion Square.)
ROYAL THEATRE MUSEUM, (Cotté St.)	QUEEN'S HALL, (St. Catherine St.)
VICTORIA SKATING RINK, (Drummond Street.)	MONTREAL THEATRE (Beaver Hall Hill.)







MONTREAL FROM THE MOUNTAIN.



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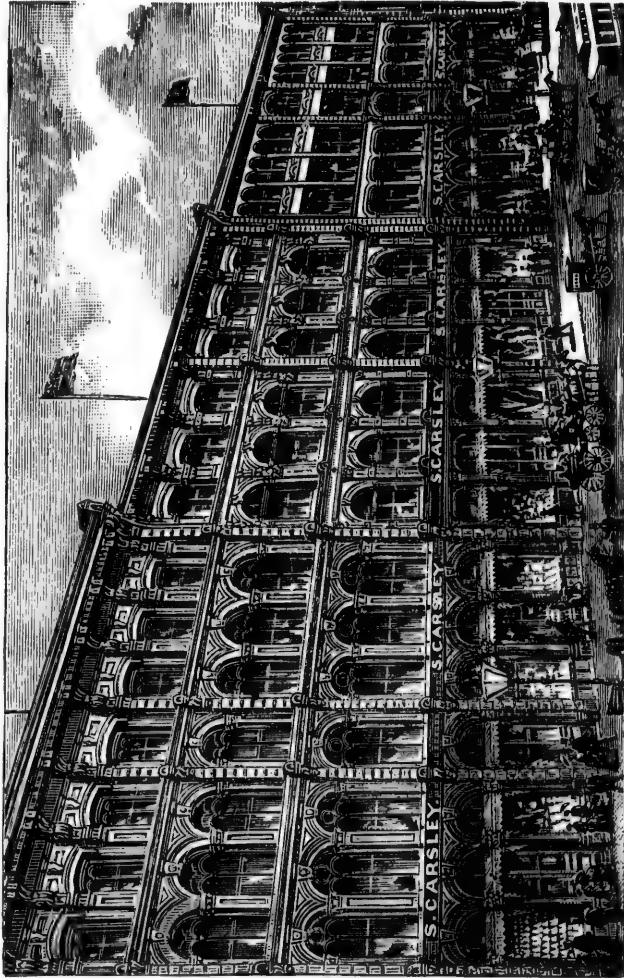
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S. CARSLEY'S

NOTRE DAME STREET, MONTREAL.

S. CARSLEY'S, the Largest Dry Goods Store in Canada, Notre Dame St., Montreal.



S. CARSLEY'S, the Largest Dry Goods Store in Canada, Notre Dame St., Montreal.

S. CARSLEY'S, THE LARGEST DRY GOODS
STORE IN CANADA.

Notre Dame Street, Montreal.

MONTREAL.



THE history of Montreal is an eventful one, and full of interest. It dates back to the year 1535, when Jacques Cartier first landed on its shores. At that time an Indian Village existed here, called Hochelaga, and was described by Cartier as follows :—

“It is placed near, and as it were, joined to a great mountain, very fertile on the top, from which you may see very far. The town is round, encompassed about with timber, with three rampires, one within another, framed like a sharp spire, but laid across above. The middlemost of these is made and built in a direct line, but perpendicular. The rampires are framed and fashioned with pieces of timber laid along the ground, very well and cunningly joined after their fashion ; this enclosure is in height about two yards ; it hath but one gate or entry thereat, which is shut with piles, stakes and bars ; over it, and also in many parts of the wall, there be places to run along, and ladders to get up, all full of stones, for the defence of it. There are in the town about fifty houses, each 50 paces long, and fifteen or twenty broad, built all of wood, covered over with the bark of the wood, as broad as any board, and cunningly joined together. Within are many rooms, lodgings and chambers. In the midst of every one there is a great court, in the middle whereof they make their fires. They live in common together, then do the husbands, wives and children, each one, retire to their chambers. They have also in the tops of their houses, certain garrets, wherein they keep their corn to make their bread. The people are given to no other exercise, but only to husbandry and fishing for their existence.”

Having seen all that he deemed worthy of notice in the village, Cartier expressed a wish to ascend the mountain, and was conducted thither by the natives. From its summit he discovered an immense extent of fine country, interspersed with rivers, woods, hills and islands, the sight of which filled him with feelings of joy and gratification. In honor of his king he gave to the elevation the name, which, has since extended to the city—*Mont-Réal* “Mount Royal”

Cartier was well received, supplies of fish and maize being freely offered in return for beads, knives, small mirrors and crucifixes. Hochelaga was

—❧ N. E. HAMILTON & CO. ❧—

IMPORTERS OF

DRY ❧ GOODS,

1895 NOTRE DAME STREET,

OPPOSITE THE BALMORAL HOTEL,

MONTREAL.



Fancy and Staple Dry Goods,

Gloves, Hosiery, Silks, Velvets,

Dress Goods and Trimmings, &c.



LARGE SHOW ROOM OF

—❧ Ladies' ❧ Cloaks, ❧ Mantles, ❧ Hats ❧ and ❧ Bonnets. ❧—



FIRST-CLASS DRESS-MAKER AND TAILOR ATTACHED
TO OUR ESTABLISHMENT.

even in those days, a centre of importance, having eight or ten settlements subject to it. Nothing more was heard of it, however, till 1611, when Champlain left Quebec for Hochelaga, with the intention of establishing there a trading-station. Temporary structures were erected, ground was cleared and seeds were sown, in order to test the fertility of the soil. Before returning to Quebec, Champlain held conferences with many Indians—Hurons and Algonquins—who had come to meet him in the neighbourhood of the present Lachine Rapids. Two years later, Champlain visited Hochelaga again, and pushed forward up the river Ottawa as far as Lake Nipissing. It was not, however, till 1640 that a permanent establishment was attempted on the island of Montreal. In that year a society, designated "*La Compagnie de Montréal*," was formed in Paris for the promotion of religion in the colony. This Company consisted of about thirty persons of wealth, who proposed to build a regular town and protect it against the Indians by means of fortifications. Maisonneuve, a distinguished and pious soldier from Champagne, was chosen to lead the expedition and direct the Company. The sanction of the King of France having been obtained, priests and families were sent out, and on the 17th of May, 1642, Ville-Marie was solemnly consecrated. The spot chosen for the ceremony was near the foot of the mountain.

Maisonneuve was a great man, knightly in bearing, brave as a lion and devout as a monk. Among his most efficient colleagues was d'Aillebout, who was subsequently twice Governor of New France. During the first few years the colony of Ville-Marie barely managed to subsist, being constantly exposed to the incursions of Indians. On one occasion, in 1651, a small band of Frenchmen defeated a body of two hundred Iroquois in the immediate neighbourhood of Montreal. The following year Maisonneuve returned from France with three vessels and upwards of a hundred soldiers. In 1663, an important event occurred, the "*Company of Montreal*" having sold their rights to the Seminary of Montreal, who have ever since been the seigniors of the island and associated with every incident of its history. In 1672 the population of Montreal had reached the figure of 1509, and a few years later the place began to be laid out into streets within a quadrangular space surrounded by a wall. About the same time the village of Laprairie, on the opposite side of the river, was founded by a number of converted Iroquois, and later they migrated a little farther up to Caughnawaga, where their descendants survive to this day.

The Iroquois were the allies of the English of the New England Colonies and the Dutch on the Hudson, as the Hurons were of the French of Canada; and the wars between these two savage nations naturally

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— IMPORTERS OF —

Silks, Satins, Dress Goods, Mourning
Goods, Shawls, Prints, Cloak-
ings, Tweeds, Linens.



Gloves, Hosiery, Laces, Parasols,
Jerseys, Curtains, Corsets,
Gents' Furnishings.

SMALL WARES AND ALL KINDS OF TRIMMINGS,

ALSO, MANUFACTURERS OF

Costumes, Mantles, Skirts & Cotton Underclothing.

JOHN MURPHY & CO.,
1781 and 1783 NOTRE DAME STREET,
105, 107, 109 and 111 ST. PETER STREET.

TERMS CASH AND ONLY ONE PRICE.

involved their white friends. In 1690 an expedition, consisting of two hundred French and Indians, set out from Montreal on snow-shoes, and fell upon a Dutch settlement at Schenectady, putting all therein to fire and sword. In retaliation, a force of thirteen hundred men, under General Winthrop and Major Schuyler, was equipped for a movement upon Montreal, by the way of Lake Champlain, while a fleet was dispatched against Quebec under the command of Sir William Phipps. The former accomplished nothing, owing to the difficulties of the march, and were easily repulsed ; while the defeat of the latter by Frontenac is one of the most brilliant pages of the history of New France. In 1700-01 a great peace was concluded between the Iroquois on the one hand, and the Hurons, Ottawas, Abenakis, and Algonquins on the other. This did not prevent works of defence being carried on, and in 1722 a low stone wall was erected, with bastions and outlets, extending all around the town. The population of Montreal at that time was three thousand. The fortifications, however, were available only against the Indians, and were not calculated to withstand artillery, as the events of fifty years later clearly proved. In 1760, after the fall of Quebec and the unsuccessful attempt of Levis, to retain that stronghold, Montreal became the last station of French power in America, and it is therefore indissolubly connected with the closing events of the Conquest. The British plan of the campaign was to hem Montreal in from every side. With that view, General Murray moved up from Quebec, while Colonel Haviland advanced his army, composed of three thousand regulars and provincials, with a small body of Indians, from Crown Point on Lake Champlain, and up the Richelieu. On his side Sir Jeffrey Amherst, the Commander-in-Chief, set out from Albany and passed through the Iroquois country, now the State of New York, as far as Oswego, where he took boats to transport his men across the lower part of Lake Ontario and down the St. Lawrence. When he reached Lachine, Haviland had already occupied the south shore of the river opposite the city, and Murray was master of the territory extending to the foot of the island. Levis had fired his last musket, Vaudreuil had exhausted all his diplomacy, and there only remained to be enacted the final scene of Capitulation whereby the fairest colony of France was transferred to Great Britain. It has never been definitely ascertained at what particular spot this impressive historical event took place. Most historians locate it at the Chateau de Ramezay, on Notre Dame Street, the official residence of Marquis de Vaudreuil, Governor and Lieutenant-General. There is a local tradition, however, that the articles of Surrender were signed in a small frame house, on the Cote des Neiges road, behind the mountain, which was unfortunately destroyed by fire only a few

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 BREWERS & MALTSTERS
 MONTREAL.

When travelling, ask at your Hotel for their Celebrated

❧ INDIA ❧ PALE ❧ ALE. ❧

When at home, get it from your Grocer

In Capsuled Bottles, Quarts or Pints.

Royal Tea and Coffee Warehouse,

ESTABLISHED 1860.

DUFRESNE & MONGENAIS

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Teas, Coffees, Fruit, Wines & French Liquors.

FRENCH AND ITALIAN GOODS A SPECIALTY.

1621, 1623 & 1625 NOTRE DAME STREET,

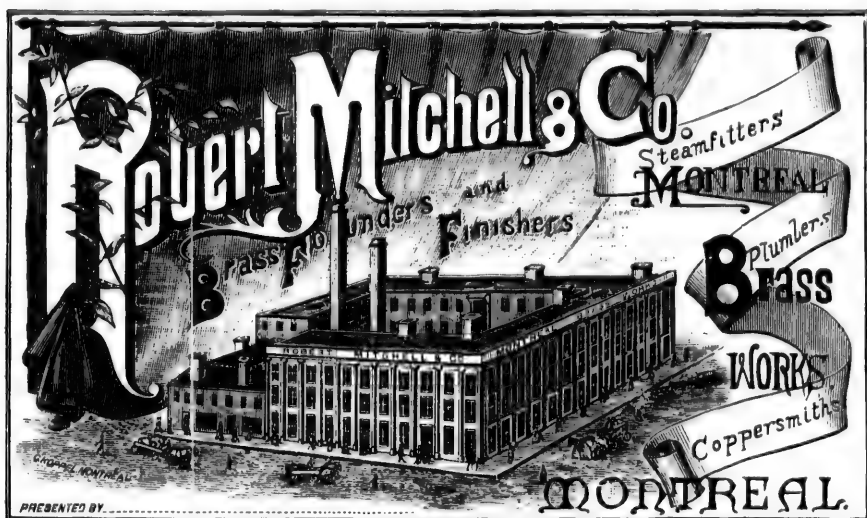
MONTREAL.

years ago. At this time it was a well-peopled town of an oblong form, surrounded by a wall flanked with eleven redoubts—a ditch about eight feet deep, and a proportionate width, but dry, and a fort and citadel, the batteries of which commanded the streets of the town from one end to the other. The town was at this time divided into upper and lower town, the upper town being the level of the present Court House. In the lower town the merchants and men of business generally resided, and here were situated the Royal Magazines, the Armory, the Nunnery, Hospital, &c. In the upper town were the principal buildings, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the School, and the Parish Church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen, and other towns in Normandy. "The Parish Church was large and built of stone. The house of the Jesuits was magnificent, and their Church well built, though their Seminary was small. The palace of the Governor-General was a large and fine building, and the neighborhood of the city contained many elegant villas." The following is a description of the city written about the year 1805: "The streets are airy and regularly disposed, one of them (St. Paul) extending nearly parallel to the river, through the entire length of the place; they are of sufficient width, being intersected at right angles by several smaller streets, which descend from West to East. The upper street (Notre Dame) is divided into two by the Roman Catholic Church. The habitations of the principal merchants are neat and commodious, and their store-houses are spacious, and secured against risk by fires, being covered with sheet-iron or tin. Without this precaution, as the roofs of the dwellings in Canada are usually formed of boards, and sometimes with the external addition of shingles, they would, in summer, become highly combustible, and liable to ignition from a small spark of fire. The houses which are protected in the former manner, will last without need of repair, for a considerable number of years. The town was enclosed by a stone fortification, which having fallen into ruins, is now in a great measure, levelled or removed. A natural wharf, very near to the town, is formed by the depth of the stream, and the sudden declivity of the bank. The environs of the city are composed of four streets, extending in different directions, that of Quebec (St. Mary's) on the north, St. Lawrence towards the west, and Recollet and St. Antoine towards the south. In the latter is placed the college, which has been lately built. These, together with the town, contain about 12,000 inhabitants."

At this time vessels of more than three hundred tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. In the year 1809, the Hon. John Molson fitted out at Montreal, the first

ROBERT MITCHELL & Co.

Corner St. Peter and Craig Streets, Montreal



MANUFACTURERS OF

GAS FIXTURES

In Crystal, Bronze and Brass.



ECCLESIASTICAL GAS FIXTURES IN LATEST DESIGNS

MADE TO ORDER.



GAS GLOBES IN GREAT VARIETY,

steamer that ever ploughed the waters of the St. Lawrence. (This was the second steamer built on this continent; Fulton's little steamer, which navigated the Hudson river, being the first.) On the 3rd of November the little craft got up steam, and made a voyage to Quebec, where the whole population crowded to the wharf to have a look at the phenomenon. Its arrival there was chronicled as follows by the *Quebec Mercury*: "On Saturday morning, at eight o'clock, arrived here from Montreal, being her first trip, the steamboat *Accommodation*, with ten passengers. This is the first vessel of the kind that ever appeared in this harbour. She is continually crowded with visitants. She left Montreal on Wednesday, at two o'clock, so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present, berths for twenty passengers, which next year will be considerably augmented. *No wind or tide can stop her.* She has 75 feet keel, and 85 feet on deck. The price for a passage up is nine dollars, and eight down, the vessel supplying the provisions. The great advantage attending a vessel so constructed is, that a passage may be calculated on to a degree of certainty, in point of time: which cannot be the case with any vessel propelled by sail only. The steamboat receives her impulse from an open double-spoked perpendicular wheel, on each side without any circular band or rim. To the end of each double spoke is fixed a square board which enters the water, and by the rotatory motion of the wheels acts like a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her, for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway."

In 1832, the cholera raged in Montreal with great violence, carrying off 1843 inhabitants in a population of little more than 30,000. In April 1849, a political mob burnt the Parliament buildings and the seat of Government was in consequence transferred to Quebec, and alternately to Toronto, and finally to Ottawa. In July 1852, a destructive fire laid waste a large portion of the city, burning 110 houses and destroying property valued at \$1,363,264. Notwithstanding these reverses, the city rapidly recovered, and to-day numbers a population of nearly 170,000 people. Years of industry, intelligence, enterprise and labor, have produced a mighty contrast to the city as before described. Now, ocean steamers of 5,000 tons, the magnificent floating palaces of the Richelieu Company, and ships of from 700 to 2,000 tons, from all parts of the world, lay alongside the wharves of the harbour, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness. Montreal has now over 200 miles of streets and lanes, some of the streets are narrow, but the

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“The One Price Store.”

A VISIT IS RESPECTFULLY SOLICITED AT THE
“CANADIAN SYNDICATE.”

DUPUIS, DUPUIS & Co.,

605 ST. CATHERINE STREET

SIGN OF THE GOLDEN BALL.

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MOURNING GOODS,

DRESS GOODS, SILKS,

TWEEDS, WEST OF ENGLAND AND SCOTCH

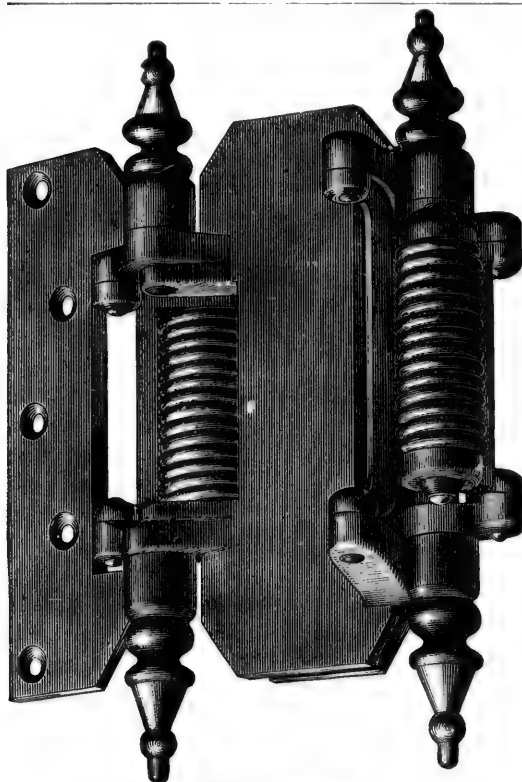
SERGES and CLOTHS.

All kinds of House Furnishing as Carpets, Oil Cloth, (English, American and Canadian), Nets, Window Blinds, &c., &c.

majority will compare favorably with any on the continent. Nowhere can finer or more solid public buildings be found. The buildings for commercial and other purposes would dignify any city. There are none in the United States which present finer specimens of street architecture than are here found—not isolated here and there, but in long blocks and throughout the whole city, and while we view with pride the rapid progress made during the last few years, we remember that appearances point to a still greater advancement in the future. “Montreal possesses advantages which no other Canadian city can boast of: In its situation at the confluence of the two great rivers, the St. Lawrence and the Ottawa; opposite the great natural highway of the Hudson valley; at the point where the St. Lawrence ceases to be navigable for Ocean ships, and where that great river for the last time in its course to the sea, affords a gigantic water-power; at the meeting point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England; in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human legislation, but in the unchanging decrees of the Eternal, as stamped on the World He has made.” “We know from the study of these indications, that were Canada to be again a wilderness, and were a second Cartier to explore it, he might wander over all the great regions of Canada and the West, and returning to our mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn.”

The street bustle is sufficient, and the business activity enough to convince any one that Montreal is really and healthily prosperous. After all the building improvements of the past few years, which have transferred narrow streets and dingy houses into splendid avenues of palatial shop fronts; which have covered the extensive fields with princely residences, and others with hundreds of factories, and tens of hundreds of comfortable dwellings, the rage for building seems as great as ever.

It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main Street as a dividing line, all that is east of it is French, and all that is west of it is English-speaking. The two nationalities scarcely overlap this conventional barrier, except in a few isolated cases. And other external characteristics of the French population are as distinct as their language. The houses are less pretentious, though quite comfortable, and there is a general absence of ornament or of surrounding plantations. The extreme eastern portion is designated the Quebec suburbs, and there the native people can be studied as easily as in the rural villages, from which the majority hail. They are an honest hard-working race, very gay and courteous, and of primitive simplicity of



GEER'S
PATENT
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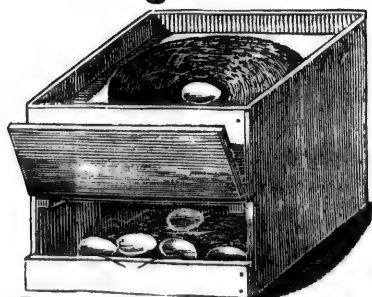
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life. Their thrift is remarkable, and they manage to subsist on one half of what would hardly satisfy the needs of people of other nationalities. The old folks speak little or no English, but it is different with the rising generation. These use the two languages indifferently, and herein possess a marked advantage over the English. Scotch and Irish. Within late years also, they have learned to husband their resources. They have in their midst a flourishing branch of the City and District Savings Bank, a number of building societies and two or three benevolent guilds. Their poor are cared for by the St. Vincent de Paul Association, which has several ramifications, and the Union St. Joseph is devoted to the relief of artisans during life, and of their families after death.

There is a great deal of hoarded wealth among the French inhabitants, but as a rule they do not invest it freely. They have among them some of the richest men in the city who, however, are modest in their wants, and make no display either in the way of sumptuous mansions or gaudy equipages. Although extremely hospitable and fond of society, they are not in the habit of giving balls or fancy entertainments, their evenings being spent mostly in mutual visits, where a quiet game of cards predominates. As in Paris so in Montreal, it is not easy to obtain access into the inner French circles ; but once initiated, the stranger is agreeably surprised at the amount of grace and culture which he meets. It is a current mistake that higher education is uncommon among these people. The gift of conversation is almost universal ; the best topics of art and literature are freely discussed, and ladies are familiar with political questions.

The western part of the city is English. By this term is meant all those whose vernacular is our mother-tongue. Numerically, the English portion is not so great as the Scotch, who unquestionably take the lead in commerce, finance and public enterprise generally. In perhaps no section of the Colonies have Englishmen and Scotchmen made more of their opportunities than in Montreal. There is an air of prosperity about all their surroundings which at once impresses the visitor. Taken all in all, there is perhaps no wealthier city area in the world than that comprised between Beaver Hall Hill and the foot of Mount Royal, and between the parallel lines of Dorchester and Sherbrooke Streets in the West End. Sherbrooke Street is scarcely surpassed by the Fifth Avenue of New York in the magnificence of its buildings. The grounds include demesne and park, the charms of the country amid the rush and roar of a great commercial centre. In winter the equipages present a most attractive spectacle. It has been said that in this respect only St. Petersburg can claim precedence over Montreal. A favorite drive on a Saturday afternoon

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in winter is from Victoria Square to Nelson's Column and back, the sumptuous sleighs of every description, drawn by high-steppers, and bearing lovely women ensconced in the richest furs of the Canadian forest, following each other in endless succession. There is also a winter driving club, which periodically starts from the iron gates of McGill College and glides like the wind along the country roads to a hospitable rendezvous at Sault aux Recollets, Lachine or Longue Pointe, where a bounteous repast and a "hop" are provided. The return home under the moon and stars is the most enjoyable feature of the entertainment, and many a journey through life has been initiated by these exhilarating drives.

The extreme south-western portion of the city is occupied almost exclusively by the Irish population. It is called Griffintown, from a man of that name who first settled there and leased a large tract of ground from the Grey Nuns for ninety-nine years. Over sixty years of this lease have already expired, so that in about twenty-five or thirty years the ground rent of this immense section will revert to the nuns. Griffintown comprises a little world within itself—shops, factories, schools, academies, churches and asylums. The Irish population of Montreal take a high stand in business, politics and society. They number in their ranks many successful merchants and large capitalists, and have leading representatives in all the learned professions.

The island of Montreal is the most fertile area in the Province of Quebec, and is specially renowned for its fruit, the *Pomme Grise*, queen of russets, and the incomparable *Fameuse*, growing with a perfection obtainable nowhere else. It is thickly settled, being studded with thriving villages and rich farms. It is about thirty miles long and ten broad, and is formed by the confluence of the Ottawa with the St. Lawrence at Ste. Anne's, in the western extremity, and by the meeting of the same rivers at Bout de l'Isle, on the eastern verge. The Ottawa behind the island is called Riviere des Prairies by the French, while the English have adopted the more prosaic title of Back River. About the middle of its course is a rapid known as Sault aux Recollets, so called from a Recollet missionary who perished there in the days of the Iroquois.

The city is bountifully provided with summer resorts and retreats within easy distance by rail and river. Lachine and Ste. Anne's have long been favourites among these, being admirably fitted by nature for boating and fishing purposes. They contain many charming villas and country houses. St. Lambert, immediately opposite the city, is growing in estimation from year to year. An old stopping-place is Longueuil, a little below St. Lambert, which has long had a considerable English colony, and is still a favourite resort in summer. No institution pays so well as the

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Longueuil Ferry, for a great deal of the traffic from the fertile counties of Chambly and Laprairie comes by it to the city. The quiet bay in front of the village is the roadstead for the craft of the Longueuil Yacht Club, whose record stands high in aquatic annals. Within an hour's ride is Chambly, situate on a basin of the same name, which forms part of the beautiful Richelieu River. Directly opposite tower the basaltic pillars of Belœil Mountain, one of the most picturesque spots in Canada, on whose summit a lovely lake mirrors the sky—a spot resorted to by scores of families whose heads are able to come and go, to and from the city, without detriment to their business.

In the way of parks and pleasure-grounds Montreal is singularly fortunate. There is a Mountain Park and an Island Park, both of which may fairly claim to be unrivalled. The former cost the city nearly half a million of dollars, but is well worth the money. The drive round it is a favourite afternoon recreation for citizens and visitors. It ascends from the south-eastern base of Mount Royal, by curves that are sometimes like corkscrews, to the highest altitude, whence a magnificent panorama is outspread, including the whole island of Montreal, the fair Richelieu peninsula, the blue waters of Lake Champlain, and the undulating line of the Green Mountains of Vermont. This Mountain Park is still in its native ruggedness, and it will take years before it is completed, according to a scientific plan embracing tracts of landscape-gardening, relieved by spaces of woodland, glade and primeval forest. It is intended also to have preserves for game and wild animals. The Island Park is St. Helen's Island, in the middle of the river, and in it, within reach of sling or arquebuse, Montreal possesses a pleasure resort nowhere excelled. St. Helen's Island has a romantic history. Champlain's wife, Helen Bouillé, took a fancy to it, bought it with the contents of her own purse, and in return Champlain gave it her name. Later, it fell into the hands of the Le Moyne family, and became incorporated in their seigniory of Longueuil. Finally, it was purchased by the Imperial Government for military purposes, and barracks were erected thereon. After the departure of the British troops from the country, the property was passed over to the Federal Government, who leased it, on certain conditions, to the city for park purposes. Looking at it from the city one has no idea of its height in the centre. It slopes upward from the water's edge, and thus affords a capital military position. The same feature makes it one of the best possible points from which to get a view of the city, especially of the harbour and long-extended line of wharves and docks, with the mountain towering up in the back-ground. In the fall of 1760, the island was the scene of a dramatic incident. The Chevalier de Lévis, who defeated Murray at the battle of Ste. Foye in the

—> LE <—

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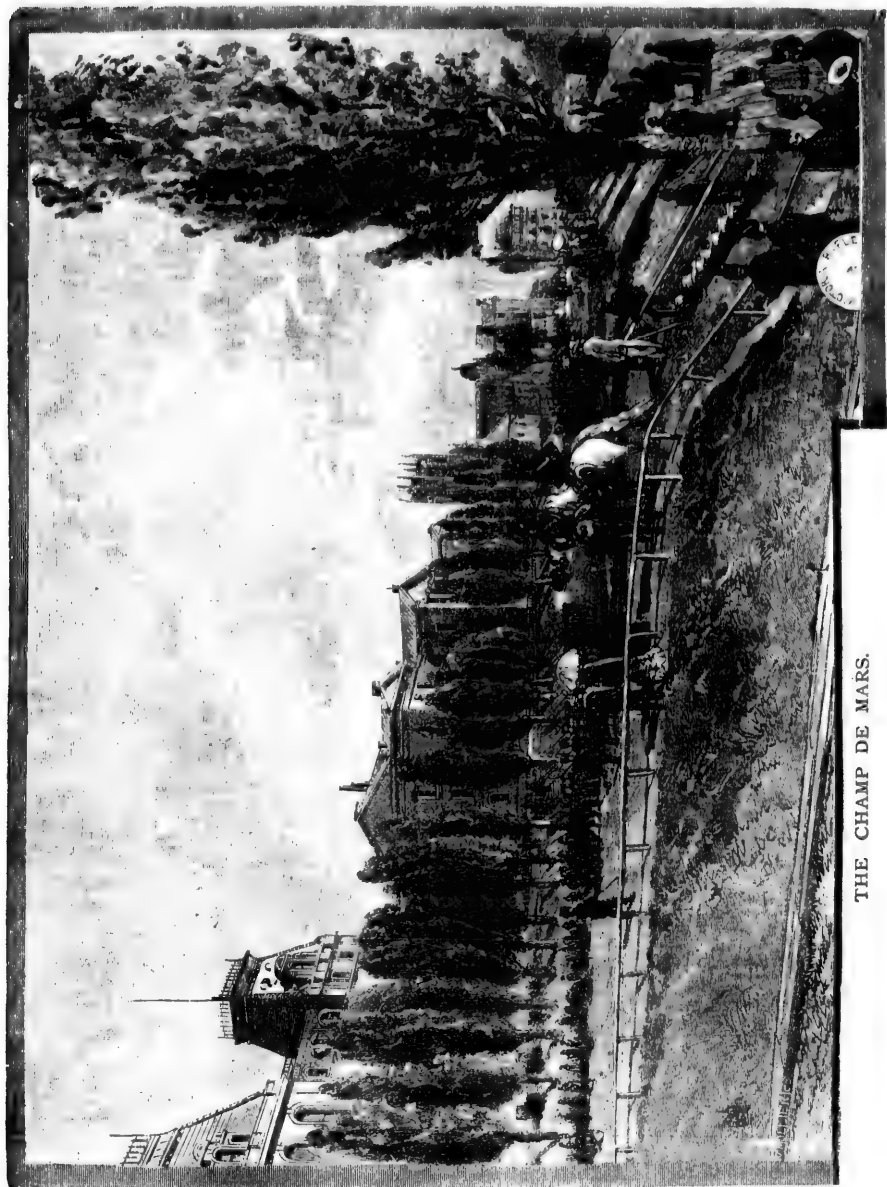
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Le grand nombre des associés et la puissance de leurs capitaux leur ayant permis d'ouvrir un établissement rivalisant avec les plus magnifiques magasins de l'Europe, c'est bien pour les visiteurs ou les promeneurs la place où ils doivent se rendre pour acheter ce qu'ils ont besoin. Tout en ayant une chance à nulle autre pareille de voir un formidable amoncellement des plus riches produits de tous les pays, les nouveautés les plus rares, les articles de modes et de fantaisies les plus exquis, on a l'avantage de visiter la plus belle, la plus vaste, la plus riche maison de commerce de marchandises de haute fantaisies et nouveautés de la Puissance du Canada.

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THE CHAMP DE MARS.

summer of that year, and would have recaptured Quebec and retrieved the disaster of the Plains of Abraham, had not a British fleet suddenly arrived under the shadow of Cape Diamond, was obliged to retreat towards Montreal, whither he was soon followed by Murray and Amherst. The French had to bow to the inevitable, and Vaudreuil signed the articles of capitulation. Meantime Lévis, who had retired to St. Helen's Island, sent a flag of truce to Murray, to request the surrender of his troops with the honours of war. For some inexplicable reason this demand was not granted, and the high-minded Frenchman construed the denial into an insult. When the shadows of night had fallen, and the foliage of the great trees intensified the darkness, he gathered his men in the centre of the island around a pyre of blazing wood. At the word of command the colours were trooped, the staffs broken, and the whole thrown into the fire, while the drums beat to arms, and the veterans cried "Vive la France!" with the anguish of despair. The next morning the remnant of the French army filed before their conquerors and piled their arms, but never a shred of the white flag was there, to deepen their humiliation.

Chief among the public squares and gardens of Montreal, in size and in historic interest, is the Champ de Mars. In 1812, the citadel or mound on the present site of Dalhousie Square was demolished, and the earth of which it was composed was carried over and strewn upon the Champ de Mars. This fact, within the memory of the oldest inhabitants, has led some people to suppose that the Field of Mars dates only from that comparatively late period. Such, however, is not the fact. No doubt the dumping of so much new earth, with proper levelling and rolling, was a great improvement; but the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in the old French days, and many is the golden sunset that fired the leafy cylinders of its Lombardy poplars, as beaux, with peaked hats and purple doublets, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations in martial array. First, it witnessed the evolutions of the blue-coated Frenchmen—probably such historical regiments as those of Carignan and Roussillon—and its sands were crunched by the hoofs of chargers that bore Montcalm and Lévis. Then the serried ranks of red-coats paraded from the days of Murray and Carleton. It were worth while to know how many regiments of the British army have, at one time or another, turned out on the Champ de Mars. Next, for about six months, the ground was used by

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many of whom went forth therefrom to defeat and death under the cliffs at Quebec, with the heroic Montgomery. And now it is the parade-ground of our Canadian Volunteers. The illustration gives us a specimen of the Victoria Rifles, one of Montreal's crack regiments. The buildings shown are the rear of the Hotel de Ville and of the Court House ; then the twin towers of the parish church, which are seen from almost every point of view ; and next to them the side of the modest little Presbyterian Church called St. Gabriel's. This is the oldest Protestant Church standing in Montreal, and long may it stand, for it preserves the memory of Christian courtesies between three leading Christian communions. While the church was being built, the good old Recollet Fathers offered the congregation the use of their chapel to worship in. The sturdy Scotchmen accepted the offer, and when they moved into their own kirk presented the Fathers with a hogshead of Canary wine and two boxes of candles. Subsequently, when the Anglican church was burnt, the Presbyterians—doubtless remembering how they had been indebted to others—came forward promptly and put St. Gabriel's at the entire disposal of the Anglicans for the half of every Sunday, until their church could be rebuilt. This offer was accepted as graciously as it was made, and thus St. Gabriel's is, in itself, a monument equal in interest to anything in Montreal.

Historically, the Place d'Armes is even more interesting. As it stands at present, there are few more charming spots in Canada, framed in as it is by the Corinthian portico of the Montreal Bank, the Ionic colonnade of the Canadian Pacific Railway offices—and the towers of Notre Dame. Our view is taken from Notre Dame, so that we get only a portion of the Place d'Armes ; but while we lose part of the Place, we gain a glimpse of the city as a whole, extending away to the foot of the mountains. Next to the Bank of Montreal, with its beautiful portico, stands the Post Office. Between it and the mountains the most prominent buildings are St. Mary's College and the Church of the *Gesù*, which attracts Protestants to its services by good music. Farther west the Gothic pile of St. Patrick's Church bulks largely on the slope of Beaver Hall. The Garden of the Place d'Armes is very beautiful in summer, with its young trees and central pyramidal fountain ; but in winter it is invested with a particular glory—for the place is the coldest spot in Montreal at all seasons of the year—the north-west winds streaming from the mountain in that direction as through a Colorado cañon. Its history goes back to the early history of the city. In 1643 and 1644, the Colony of Ville-Marie—the beautiful ancient name of Montreal—was practically in a state of siege, owing to the incursions of Indians. The noble Maisonneuve kept on the defensive for a time, until he was remonstrated with, and several of his more

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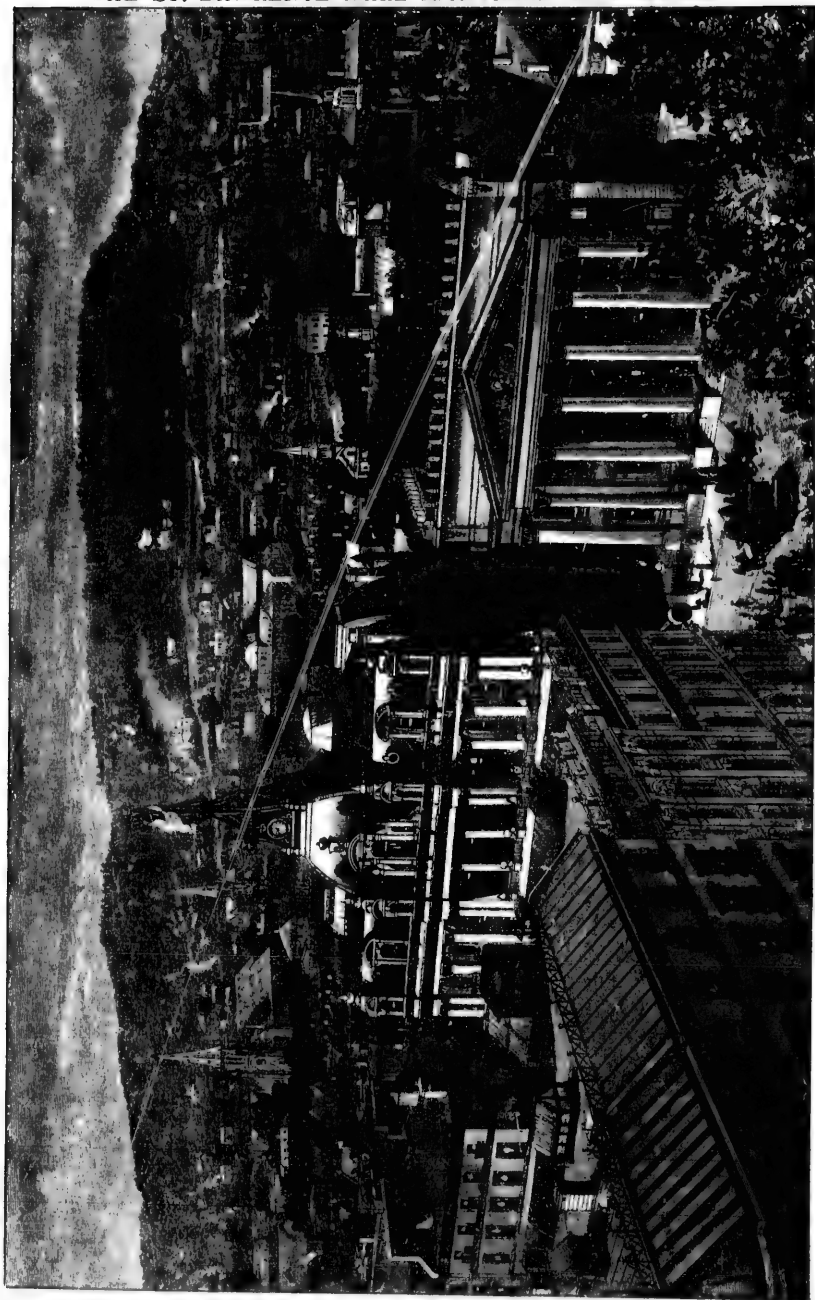
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FROM THE TOWERS OF NOTRE DAME, OVERLOOKING THE PLACE D'ARMES.

influential followers openly charged him with cowardice. This stirred his martial spirit ; he determined on changing his tactics. With a train of dogs accustomed to scent the trail of the Iroquois, and at the head of thirty armed men, he marched out in the direction of the mountain, where he was met by upwards of two hundred savages, who fell upon him and compelled his force to retreat. Maisonneuve formed the rear-guard. With a pistol in each hand, he walked slowly back, and never halted until he reached the present site of the Place d'Armes. There, when the French had repulsed the foe and gathered their dead and wounded, they understood both the valour of their commandant and the wisdom of remaining behind the shelter of their fortifications.

There is no city in America which has a greater number of public institutions of an ecclesiastical, educational, or charitable character. Chief among these is the Church of Notre Dame, the largest edifice of the kind in America, except the Cathedral of Mexico. At the founding of Ville-Marie, a temporary chapel of bark was built on "Pointe à Callière," which was used until the following year, when a wooden structure was raised on the same spot. In 1654, this chapel becoming too small, M. de Maisonneuve suggested the construction of a more commodious church adjoining the hospital in St. Paul Street, on the spot where stands to-day the block of stores belonging to the Hotel Dieu. Service was held there for upwards of twenty years. In 1672, the foundations of a more spacious edifice were laid in the Place d'Armes, and the church was completed in 1678. This lasted till 1823, when the present temple was devised, which, on the 15th June, 1829, was opened for public worship under the auspices of Mgr. Lartigue, first R. C. Bishop of Montreal. The pile was intended to be a representative of its namesake, Notre Dame, of Paris. Its towers are 227 feet in height, and contain a peal of eleven bells, unrivalled on this continent. The "Gros Bourdon" of the western tower is numbered among the five heaviest bells in the world. It was cast in London, weighs 24,780 pounds, is six feet high, and at its mouth measures eight feet seven inches in diameter. The nave of the church, including the sanctuary, is 220 feet in length, nearly 80 feet in height, 69 in width, exclusive of the side aisles, which measure 25½ feet each, and the walls are five feet thick. The church is capable of holding 12,000, and on extraordinary occasions, when chairs are used, 15,000 persons. The twin towers of Notre Dame stand out to every traveller as the most notable landmark of Montreal.

Other churches are so numerous that Montreal, like Brooklyn, has been denominated the City of Churches. Christ Church Cathedral, on St. Catherine Street, stands deservedly first. It is a gem of Gothic architecture, not surpassed by Grace Church, of New York. It is built of

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limestone, dressed with cream-coloured sandstone, and its interior fittings are in remarkably good taste. In the grounds is a monument to the memory of Bishop Fulford, one of the most distinguished prelates that ever ruled the Church of England in Canada. The Presbyterians have noble edifices in St. Paul's and St. Andrew's. The Methodists, Unitarians, Congregationalists and others are well represented, while the Israelites have two synagogues. The Jesuits boast of a church which is an exact counterpart of the celebrated *Gesu*, of Rome. The spirit of ambition is strong in the Catholics. The late Bishop, Mgr. Bourget, commenced the task of erecting a *fac-simile* in miniature of St. Peter's. The architect was instructed to proceed to Rome and simply reduce St. Peter's to exactly one-third of its actual dimensions and reproduce it in that fashion in Montreal. Slowly it has been growing before the puzzled eyes of the citizens, and strangers ask with wonderment what it is, or is likely to be.

Not only are the charitable institutions of Montreal more numerous in respect to population than those of any other city on this continent, but several of them belong to a high antiquity, and are intimately connected with salient events in the history of New France. The foundation, for instance, of the Hotel Dieu, reads like a romance. When Maisonneuve offered his services to the "Compagnie de Montreal," and was named Governor of the future colony, he was sagacious enough to understand that his scheme stood in need of a virtuous woman who would take care of the sick, and superintend the distribution of supplies. Such a person should be of heroic mould, to face the dangers and privations of the wilderness. What gold could not purchase, Providence supplied in the person of a young woman—Jeanne Mance, daughter of a *procureur du roi*, near Limoges, in Champagne—who was impelled by an irresistible *vocation* to the missions of New France. Queen Anne, of Austria, and several distinguished ladies of the Court, apprised of her merit and extraordinary resolution, encouraged her in her design; and Madame Bouillon, a distinguished lady of that period, placed means at her disposal for the establishment of an hospital. In the summer of 1641, two vessels sailed from La Rochelle, one bearing Maisonneuve, a priest and twenty-five men—the other carrying Mademoiselle Mance, a missionary and twelve men. The winter was spent at Sillery, near Quebec. On the opening of navigation in 1642, a small flotilla, consisting of two barges, a pinnace and another boat, moved up the solitary highway of the St. Lawrence, and on the 18th May possession was taken of Montreal by the celebration of a solemn mass. The two principal persons who figured at the ceremony were Maisonneuve and Mademoiselle Mance; and thus it happened that a woman assisted in the founding of this great city.

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Another community has long been identified with the history of Montreal. The mission of the Grey Nuns is to assist the poor, visit the sick, educate the orphan, and enfold with maternal arms the nameless and homeless foundling. There is no charity more beautiful than theirs, and hence their popularity with Protestants as well as Catholics. The Order was founded by Madame de Zañille, a Canadian lady, belonging to the distinguished families of Varennes and Boucher de Boucherville. The old convent stood for many years on Foundling Street—named thus in its honour—opposite Ste. Anne's Market,—but had to make way for the encroachments of trade, and has since been transferred to magnificent buildings on Guy Street. The Grey Nuns have spread over the Province, and have numerous representatives in the north-west, as far even as the Upper Saskatchewan.

In the noble work of charity, the Protestant population, although numerically far inferior, has more than held its own. Notwithstanding the amplitude of its accommodation, the General Hospital was not found sufficiently large, and a good citizen, Major Mills, established another in the extreme west end, whence it derives its name of the Western Hospital. It has been said that charity differs from trade in this, that whereas the latter is always in direct ratio of supply to demand, the former reverses the rule ; and the more it expands its resources, the more it finds objects of misery to relieve. The principle has held good in the case of the Western Hospital, which has been crowded from its opening day.

In 1863 a number of leading citizens, realizing the necessity of a peculiar asylum of help for the Protestant poor and unfortunate—especially the aged and feeble, who had no means of livelihood—raised upwards of \$80,000, with which they laid the foundations of the institution called the Protestant House of Refuge and Industry. The dual character of the population, elsewhere referred to, has made necessary a double set of asylums for Protestants and Catholics, which accounts for the extraordinary number of these institutions, as compared with the total number of inhabitants.

Chief among the educational establishments of Montreal is McGill University, whose history embraces several features that deserve consideration. Hon. James McGill, who was born at Glasgow in 1744, and died at Montreal in 1813, by his last will and testament devised the estate of Burnside, containing forty-seven acres of land, and bequeathed a large sum of money for the purposes of this foundation. The University was erected by Royal Charter in 1821, and reorganized by an amended Charter in 1852. Its endowments, exhibitions and scholarships are already respectable. The Molson Chair of English Language and Literature, the Peter Redpath

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Chair of Natural History, the Logan Chair of Geology, the John Frothingham Chair of Mental and Moral Philosophy, have each an endowment of \$20,000. Students attend McGill not only from every Province of the Dominion, but from the United States. It counts among its professors some distinguished scholars, notably Sir Benjamin Dawson, the Principal, whose scientific reputation is world-wide. Among the affiliated institutions are Morrin College, Quebec ; St. Francis College, Richmond ; the Congregational College of British North America ; the Presbyterian College of Montreal ; the Diocesan College of Montreal, and the Wesleyan College of Montreal. Under the regulations for the establishment of Normal Schools in the Province of Quebec, the Superintendent of Education is empowered to associate with himself, for the direction of one of these schools, the corporation of McGill University. In accordance with this arrangement, the Provincial Protestant Normal School is affiliated with McGill, and for the past quarter of a century has trained teachers, especially for the Protestant population of the Province. The Model Schools attached to the institution are three in number—one for boys, one for girls, and a primary. These schools are capable of accommodating about three hundred pupils ; are supplied with the best furniture and apparatus ; and are conducted on the most approved methods of teaching. They receive pupils from the age of six and upwards, and give a thorough English education. There are two high schools—one for boys and another for girls—largely attended.

Montreal College and St. Mary's College are Roman Catholic institutions. The former occupies a magnificent site on Sherbrooke Street, at the foot of the mountain, and the building is probably the largest single and continuous pile in America. This institution has been intimately associated with the history of Montreal for over two hundred years. It is under the control of the Seminary of St. Sulpice, who were made seigniors of the Island of Montreal and its environs by Royal Letters Patent, in 1640. The Theological Department is specially remarkable, and has been the nursery of priests and missionaries for more than a century. Its students are from all parts. Chief among the objects of interest connected with the college are the two round towers near the gates, which tradition traces back to the early days of the colony, when they were built as outposts of defence against the red men. These towers are kept in a perfect state of preservation, as memorials of those ancient days of peril.

St. Mary's College, on Bleury Street, is under the direction of the Jesuit Fathers, and their boast is that it is second to none of their establishments on this continent, which is saying a great deal when one is acquainted with such old and successful colleges as those of Fordham, N.Y., George-

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town, D.C., Worcester, Mass., and St. Louis, Mo. Their celebrated *Ratio Studiorum* is carried out to the letter, and the results deserve attention, because the methods are so different from those in vogue in our day. There is tone and style in everything connected with St. Mary's College. Strangers are received with the utmost courtesy, whether they visit the institution itself or the adjoining Church of the *Gesu*, to see its relics of saints and its frescoes.

A second Normal School for the French and Catholics, under the patronymic of Jacques Cartier, was located from its foundation in the old Government House at Chateau Ramezay, opposite the City Hall, but has since been transferred to palatial quarters on an eminence at the East End. The management is almost wholly ecclesiastical, the Principal being Abbe Verreau, distinguished as an historian and antiquarian. The Catholic Commercial Academy, off St. Catherine Street, is the only institution of the kind in the Province which is altogether under the control of laymen, and from all accounts it has met with complete success.

The Art Association of Montreal was incorporated in 1858, but for many years it had but a languid existence. The late Bishop Fulford did much to encourage its members, but the credit of having placed the society on a permanent footing is due to Benaiah Gibb, who left property, money, and a number of paintings from his own collection, to form a gallery. A suitable building has been erected in Phillips' Square, and the art gallery was opened in 1882, by His Excellency the Marquis of Lorne and H. R. H. the Princess Louise.

The Mechanics' Institute is a public library, and has a valuable collection of books, but not at all adequate to the wants of so large a population. A movement is at present on foot, tending to the establishment of a public library commensurate with the size, wealth and culture of the city. In truth, money was left by the late Mr. Fraser, to build and furnish a public library, which has recently been started.

But Montreal is especially interested in outdoor sports and in organizing amusement clubs. The Victoria skating club, whose famous rink on Drummond Street was one of the first erected on this continent, has been the scene of many brilliant fancy-dress entertainments, which Royalty and nobility have graced. Those "carnivals" on the ice were first instituted here, and have since become popular elsewhere. There are three curling clubs—the Caledonia, Montreal and Thistle—with a Canadian branch of the Royal Caledonian curling club of Scotland. The Montreal curling club was founded in 1807, and ranks high in the annals of the "roarin' game." Snow-shoeing has been reduced to an art. The parent club, the "Montreal," is perhaps the most prosperous corporate body of

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the kind in the city. The costume is singularly picturesque—white flannel coat and leggings, blue cap with tassel—from which is derived the popular name of Tuque Bleue—red sash, and moccasins. There is no prettier sight than that of the club meeting at the McGill College gates, moving up the flank of the mountain to the “Pines,” and then gliding to the rendezvous at the Club House, at Outremont. The memorable torchlight procession over this route to the hospitable villa of Thornbury, made in honour of Lord Dufferin, in 1873, was a fairy spectacle which will never be forgotten by those who witnessed it. Every winter there is a sweepstakes over the mountain, a day devoted to games and races, and several tramps across country to a distance of twenty-five or thirty miles. Lacrosse is the “national game” of Canada, and in that character it had its birth in Montreal. Four or five years ago, a select team made the tour of England, and had the honour of playing before Her Majesty at Windsor. The Indian clubs of Caughnawaga and St. Regis always take part in the games, but they have long lost the supremacy which they enjoyed for centuries. There is also a golf club, established in 1873, under the auspices of the Earl of Dufferin; a bicycle club, foot-ball club, and a chess club, which numbers among its members some of the strongest and most brilliant players in the country; an active and energetic club for the protection of fish and game, as well as a society for the prevention of cruelty to animals; two gymnasia, and a McGill College athletic club, whose annual games recall many feats of skill and strength. Boating is also a favourite pastime, and there are three large yacht clubs—the Montreal, Longueuil and Lachine. A regatta in Hochelaga Basin, with the prow of the graceful little vessels steering straight as a needle for the twin spires of Varennes Church, is as pretty a sight as one could wish to see.

The turning-point in the business history of Montreal was in 1850 or thereabouts, when it suddenly manifested a tendency to expand. That change was mainly due to two causes—the Allan Line of Steamships and the Grand Trunk Railway. This leads us to speak of the shipping and the carrying-trade from the interior to the seaboard, and *vice versa*. The geographical position of the city is of course exceptional; but in order to make the most of it, it was necessary to obviate the difficulty presented by the Lachine Rapids to up-stream navigation. The only way to do that was to turn the rapids by a canal. The Sulpicians understood this as far back as 1700, when they opened a sluice, 2½ feet deep, by the River St. Pierre to Montreal, and used boats therein. In 1821 public-spirited citizens, led by Hon. John Richardson, resolved to enlarge this primitive boat canal into a barge canal. Richardson wanted it to extend from Lachine to Hochelaga, so as to avoid the current opposite the fort of St.

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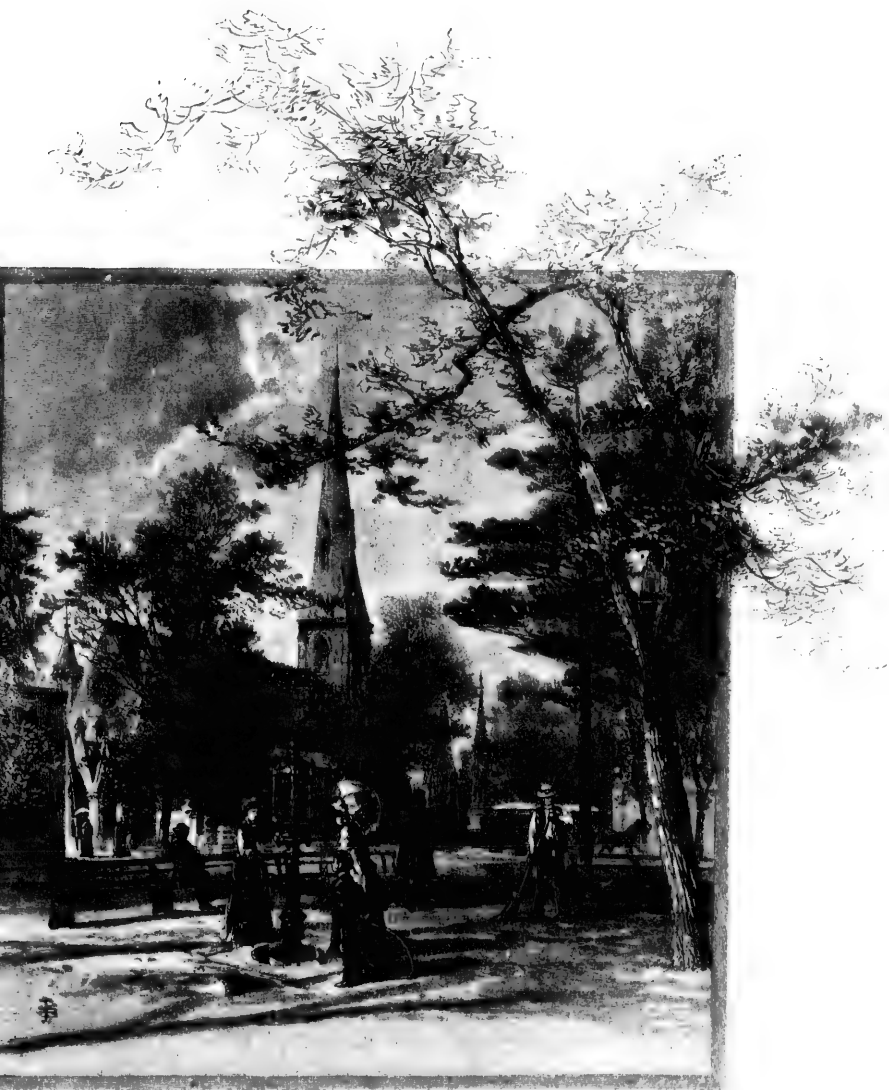
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THE ST. LAWRENCE HALL MONTREAL CITY GUIDE.



CHRIST CHURCH CATHEDRAL, FROM PHILLIPS' SQUARE.

Helen's Island and Isle Ronde, and thus make Hochelaga the real port, as Nature intended it to be, seeing that in its majestic basin the fleets of the world might moor in safety. But the opposition of interested parties thwarted this vast design, and the canal was dug only to windmill Point, its present terminus, a distance of $8\frac{1}{2}$ miles. The work was commenced in 1821 and completed in 1825. But there was more to come, because more was needed. The barge canal was not sufficient, and must give way to a ship canal. The widening began in 1843 and continued till its completion in 1849, at an outlay of over \$2,000,000. With the opening of these works the commercial supremacy of Montreal was secured, because it fixed the union of ocean and inland navigation. The trade, indeed, grew to such a volume that the canal was once more found inadequate, and in 1875 another enlargement was begun, at an estimated cost of \$6,500,000. This is part of a gigantic scheme for the widening of the whole St. Lawrence canal system, a work whose magnitude will be understood when we remember that from the Atlantic entrance of the straits of Belle Isle, *via* the St. Lawrence and inland lakes to the head of Lake Superior, the distance is 2384 miles, and that on that route there are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland Canals, the aggregate length of which is $70\frac{1}{2}$ miles ; and the total lockage $536\frac{3}{4}$ feet, through fifty-four locks up to Lake Erie ; also, the Sault Ste. Marie Canal, built by the United States, one and one-seventeenth miles in length, with eighteen feet of lockage. These canals make Montreal the rival of New York for the grain and provision trade of the Great West and Northwest. Her facilities are great, and there is every prospect of farther and speedy development. Already, we can get on board the "Bohemian," or some other large and well-appointed steamer, at the lowest dock of the Lachine Canal, and take as pleasant a summer journey up the St. Lawrence as mortal tired of the dust and heat of the city can desire ; and still on by water without a break, up lake after lake, to "the city of the unsalted seas," in the heart of the Continent. Or, we can go east as safely as west. Nearly thirty years ago the first steamers of the Allan Company were sent forth, but a series of disasters well-nigh brought the enterprise to the ground. The Company persevered, however, until, now they possess one of the finest and largest fleets afloat, comprising twenty-five iron and steel steamers, to say nothing of swift and powerful clippers. These vessels ply between Montreal and Liverpool, Montreal and Glasgow, Boston and Liverpool, and Boston and Glasgow. There are besides eight or ten steamship lines employed regularly in the Montreal trade—the Dominion, Beaver, Temperley, Ross, Thompson, Donaldson, Great Western, White Cross and Gulf Ports. A French line is also in near contemplation, for next season,

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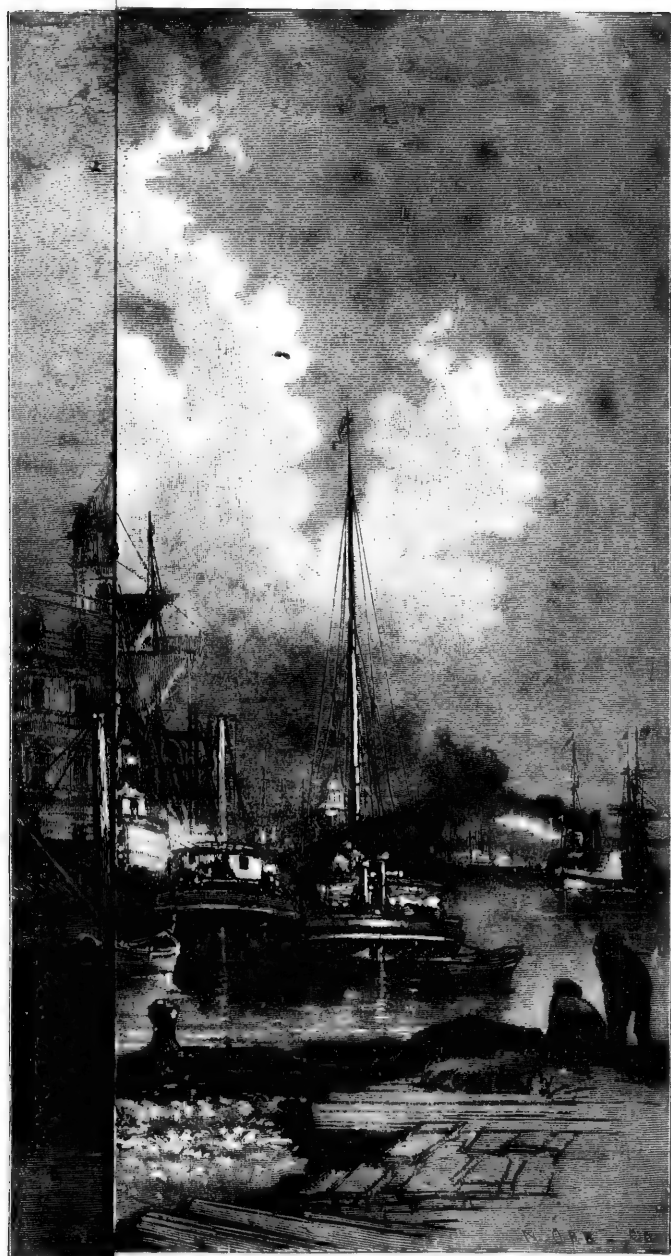
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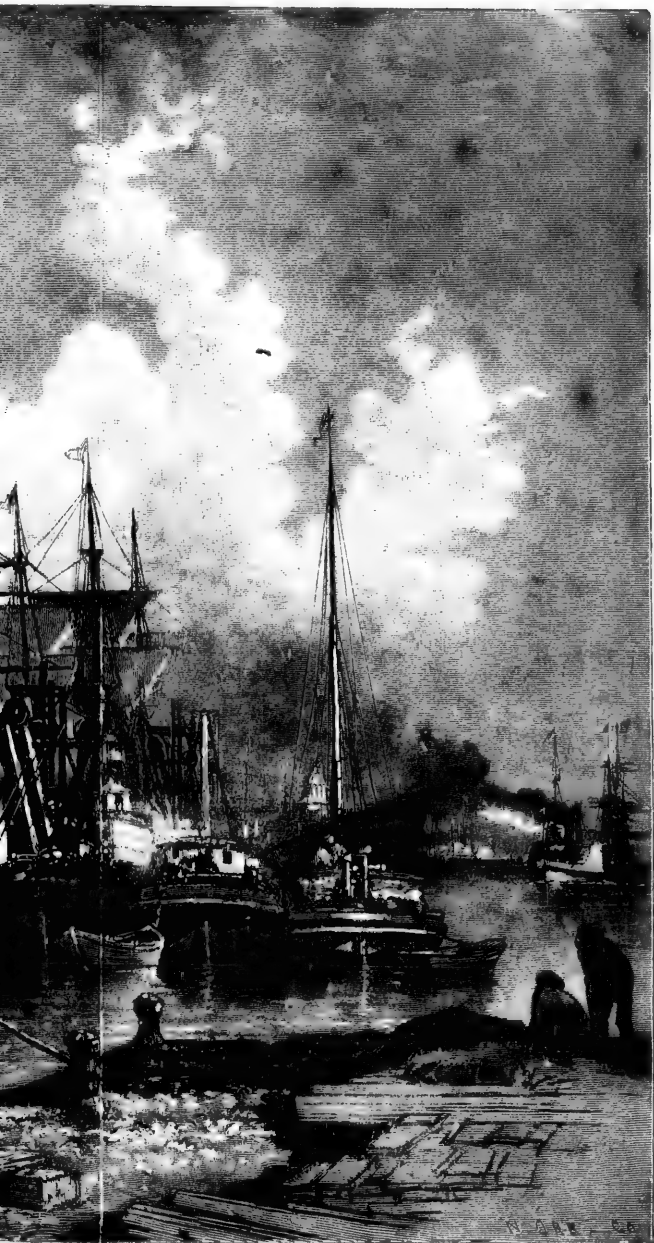
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as well as a service with Brazil. The inland navigation is perfectly supplied. We have a daily mail steamer to and from Quebec, connecting with steamers to all the watering places of the Lower St. Lawrence and the Saguenay ; also a daily line to the ports of Ontario as far as Hamilton ; another daily line up the Ottawa, and a number of way-boats to all the villages and towns of the St. Lawrence and Richelieu rivers. The port is admirably provided with wharves and basins, and farther accommodation is being prepared. Indeed, the enlargement of the harbour is one of the main questions of the future, and some remarkable plans have already been submitted to the public. All the modern appliances for loading and unloading are employed, and the facilities for almost immediate transhipment from freight-cars to the hold of vessels are unsurpassed. Montreal was the first port in the world lighted by electricity. The result is continuous labour. The electric lights are placed at intervals of about two hundred yards, from the mouth of the Lachine Canal to Hochelaga, so that the whole harbour is lit up. The question of harbour dues has been engaging attention, and steps have been taken to make Montreal a free port. The port is governed by a Board of Commissioners, a portion of whom represent the Federal Government, another the shipping interest, and a third part the city corporation. It is impossible to conceive of a more striking contrast than that presented by the harbour in summer and in winter. Our illustration shows that part of it near the Custom House called Island Wharf. The dock here is always crowded with ocean steamers, elevators drawing grain from barges and loading them, and vessels and skiffs of all sizes—while a forest of masts and funnels extends far down the river. The scene is one of busy labour night and day. The great river sweeps past in calm majesty, with a force that no power could arrest. But the frost king comes, and everything that looks like commerce takes flight. The river is sealed fast, till another power comes with kindly influences. The spring rains and suns rot the ice, and it begins to break. Montreal is on the *qui vive* to see it start down the river. It starts, but is usually blocked at Isle Ronde, and grounds. Then it shoves, and piles up, and the lower parts of the city are flooded. To cross with a boat at such a time is not only an exciting but often a perilous undertaking, as the cakes of ice may move or turn under the men, when of course the danger is extreme even to the most skilful ice-navigators.

The Grand Trunk Railway has been for years the main artery of the commerce of the country, and Montreal is its chief terminus. Six other lines of railway centre here—the Great Canadian Pacific, the Champlain and St. Lawrence, Central Vermont, Boston and Delaware, South-Eastern, and North Shore. The Canadian Pacific and North Shore station in the

—❧ J. FLANAGAN, ❧—

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eastern part of the city, on the site of the old Quebec Gate Barracks, which had to be torn down in consequence, thus depriving the city of one of its most interesting historical landmarks.

The Montreal Board of Trade was incorporated by Act of Parliament in 1842, and consists of an Executive and a Board of Arbitrators. There is also a Corn Exchange Association, incorporated in 1863, with a Committee of Management and a Board of Review. A third corporation, the Dominion Board of Trade, received its initiation mainly in Montreal, though its annual meetings have generally been held in Ottawa. Another important body is the Montreal Stock Exchange, which holds two daily sessions, forenoon and afternoon. The scene of its operations is St. François Xavier street, which is the Wall street of Montreal. There all the brokers have their offices, and about noon, on certain days, the sidewalks are crowded with dealers and speculators, discussing the ebb and flow of stocks, and conducting their mysterious operations. St. François Xavier is one of the oldest and narrowest streets of the city, but it affords a curious ground of observation for the visitor who wishes to form an idea of the financial importance of the Canadian metropolis. When the heterogeneity of the population is taken into account, the city government may be said to be fairly well administered. The standing trouble is the rivalry between the East and West Ends—that is, the French and English-speaking portions.

St. Urbain is another street that may be said to be on the border-land between the English and the French-speaking population of Montreal. We see it in winter dress, the snow cleared from the sidewalks and forming parallel lines, between which traffic makes its way much more smoothly than in summer. The snow is less of an impediment to ordinary business than is dust or rain during the other seasons of the year. It is a decided impediment, indeed, to the progress of conflagrations, with which Montreal used to be scourged. The department, however, is now so thoroughly organized that it is almost impossible for a fire to make any headway before it is checked. The alarm system is so perfect and the brigade so disciplined, that no conflagrations on an extensive scale have taken place within the past twenty-five years. Everything is also done to protect property in case of fire. It is the duty of the salvage corps to cover up all endangered property with tarpaulins, and to be its custodians till questions of ownership and insurance are settled.

In a first visit to Montreal, by all means let the travellers approach from the water—from up stream, down stream, or the south shore. From all three directions the view will repay him. The river itself is so fascinating in its strength of crystal purity, so overpowering in vastness and

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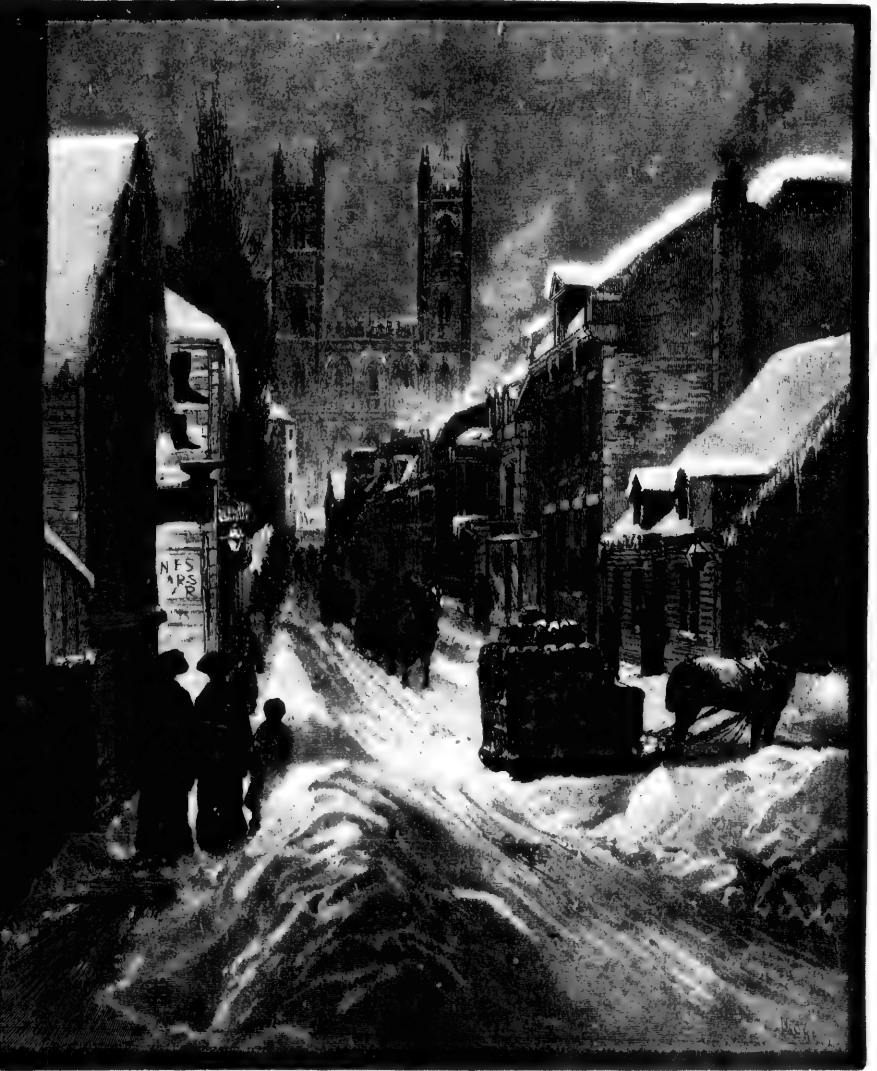
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might, that it would dwarf an ordinary city. It does dwarf every other place along its banks—Quebec alone excepted. It bears, lightly as a garland, the chain of the great bridge that binds its opposite shores with multiplied links of massive granite. The green slopes of St. Helen's Island resting like a leaf on the water, the forest of masts and red and white funnels, the old-fashioned hay and wood barges, the long line of solidly-built revetment wall, the majestic dome of the Bonsecours Market, the twin towers of Notre Dame, palatial warehouses, graceful spires sown thick as a field, and the broad shoulders of Mount Royal uplifted in the background, make up a picture that artist, merchant, or patriot—each for his own reasons—may well delight to look upon. To persons coming from abroad, believing Canada to be a wilderness of ice and snow, the home of Indians and buffaloes, the first view is a revelation. When they drive through any of the numerous magnificent business thoroughfares, and then round the mountain, they sometimes consider what sort of a back country that must be which supplies such a river and builds up such a city, and wonder at the evidences of enterprise and progress they meet with on every side.

Of the three water views there is none equal to that obtained on a summer afternoon or evening from the deck of a steamer coming down stream. From the time the Indian pilot is taken on board above the Lachine Rapids, all is eager expectancy on the part of passengers who have made the journey again and again, as well as in the case of tourists who are running the rapids for the first time. As we near Victoria Bridge it seems impossible that the "Corsican" can pass under, and the question is sometimes asked whether there is any arrangement for lowering the funnels. The steamer glides along; we look up and see our mistake, and then look down upon the innocent questioner. Now the crowded harbour, the city in its fresh beauty, and the mountain in all the glory of its summer vesture, are revealed. The steamer rounds up to the Commissioners' Wharf, to discharge its Quebec passengers into the huge palace floating alongside. Land here and stroll down stream before taking a cab. You soon find yourself in the heart of French-Montreal. Here are antique barges with hay, from the surrounding country, which is being unloaded into carts primitive enough for the days and the land of Evangeline. Instead of the rush of an American city, there is an air of repose and human enjoyment. The very coasters and carters pause in their work, to exchange gossip and cheery jokes. Here, again, are wood-barges that have evidently come from a greater distance. Each barge discharges part of its load at once and places it on the wharf on racks that indicate its measurement by the cord. The purchaser can thus point out exactly how much he wants, and the barge remains calmly beside the wharf till the whole cargo is sold.

THE WINDSOR HOUSE

THE CITY OF OTTAWA, Capital of the Dominion, is one of the most picturesque and attractive of any in Canada. Its Public Buildings are particularly fine, while elegant private residences are numerous : but it is the enchanting scenery of the locality which charms visitors. Ottawa has celebrated the fiftieth year of its existence, and has a present population of over 30,000. Hull City alone has a population of 10,000, and the suburbs of the Capital—Rochesterville, Stewarton and New Edinburgh—about 3,000 more, so that the combined local municipalities have a total population of some 30,000.

The great attraction that Ottawa offers to the visitor is the Parliamentary Buildings which include the Main Block, the Departemental Blocks and the Dominion Library. The Senate and Commons Chambers, where legislation is effected, are located in the main building, while in the Eastern Block is the Patent Office, where there are some eleven thousand models of inventions patented, a museum of wonders in itself. The Library contains over 90,000 volumes. Its fittings are most elegant. Upon Parliament Hill, which is extremely beautiful during the summer season, the Supreme Court building is also located. From the hill a magnificent view of the surrounding country, which is unexcelled for beauty and picturesqueness, can be obtained. The cost of the Government Buildings was some five million dollars. The corner stone of the main building was laid by H. R. H. the Prince of Wales, in 1860, with masonic honors.

The large saw-mills of the Chaudière are a source of much interest to the sight-seer. Nearly five hundred million feet of lumber are produced annually by the mills of this locality. Several of them are now lighted by electricity, and it is quite novel to see the men at work at night under the electric light.

The Chaudière Falls, sometimes called the "Big Kettle," have been placed second only to Niagara Falls in point of grandeur and beauty. They can be seen nicely from the Union Suspension Bridge, while the Chaudière Inter-Provincial Railway Bridge, three-quarters of a mile in length, being the second longest in Canada, can be taken in from the same point. The Rideau Falls between the City and New Edinburgh, are also very pretty. Rideau means "curtain."

There are many beautiful and costly churches in Ottawa, which is sometimes called the "City of Churches." Its educational institutions are also noted for the excellence of their construction and the superior instruction imparted to the youth.

Rideau Hall, the residence of the Marquis of Lansdowne, Governor General of Canada, is located in the suburb of New Edinburgh, and easily reached. It is charmingly situated.

The National Geological Museum has recently been removed from Montreal. The collection of the ores and minerals of Canada is very fine.

Ottawa is noted for its elevated and beautiful situation, making it extremely, healthy, the air being pure and invigorating. Its system of water works is very perfect.

S. DANIELS,

Proprietor.

A few years ago, wood and hay barges were to be found in the centre of the harbour; but the increasing traffic is pushing them farther and farther down, all the way to Hochelaga. Return to the Bonsecours. The market is a great three-storey parallelogram of cut-stone, occupying a square on the river-front, and with a stately dome and cupola. It is crowded on the forenoons of market-days, when the manners of the *habitant* can be studied to best advantage. He has come to the city with the produce of his farm or garden. Quiet, patient, courteous, he waits for customers. Sometimes, these may be his own neighbours who happen to need what he has to sell, and then he puts down his price a leetle. Sometimes they are from the East End—French therefore—and to them he is more than amiable, and sells fairly. But the grand lady from the West End, while receiving ample politeness, must pay full price. Still, there is good feeling between the different races and, for the most part honest dealing. From the market, go up the lane leading to the old-fashioned church. The lane is encroached upon by little dingy eating-houses, thrown out, like buttresses, from the walls of the church. You soon reach St. Paul's street, the street that constituted the City of Montreal at first, and now, by all means, enter the favourite city church of the *habitant*. The *relievos* on the walls, the altar, the antique pulpit, remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeois, who laid the foundation-stone more than two centuries ago. Baron de Faucamp gave her a small image of the Virgin, endowed with miraculous virtue, on condition that a chapel should be built for its reception. Marguerite and the people of Montreal enthusiastically complied with the condition. From that day, many a wonderful deliverance, especially of sailors, has been attributed to Our Lady of Gracious Help. The image still stands on the gable nearest the river, and within, votive offerings and memorials of deliverances almost hide the altar. An agnostic might envy the simple faith of the people, and the statesman could desire no better race to till the soil. Every true Lower Canadian loves the Bonsecours Chapel. It symbolizes, to a race that clings to the past, faith, country and fatherland. And it is the only symbol of the kind that "modern improvements" have left in Montreal. The old Recollet has been swept away. The spoilers have spoiled Quebec. And all over the Province, quaint churches beloved by the people are being replaced by huge, costly, modern structures. In the name of everything distinctively Lower Canadian, spare symbols like Varennes and the Bonsecours!

Here, beside his church and market, in the stately commercial metropolis of Canada, the white city of America, we leave the *habitant*, with cordial recognition of what he has been and is, and with all good wishes for his future.

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is 1,500 miles long and drains an area of 330,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles. From a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half way between Montreal and Quebec it widens out into Lake St. Peter which is 20 miles long and 9 miles wide.

At Quebec the tide rises 14 feet, but it ceases to be observed at the lower end of Lake St. Peter. The depth of the river is so great that Quebec is one of the few ports in America which the Great Eastern was able to visit. From Quebec to Montreal the depth, excepting for a distance of 30 miles, mostly in Lake St. Peter, is never less than 30 feet. The work of deepening the channel on the flats of that Lake was commenced in 1851 by the Harbour Commissioners of Montreal, and has been steadily continued so that this year a depth of 25 feet at low water will be obtained. Owing to these great efforts, the largest ocean vessels are able to reach our port. In carrying on these works 8,500,000 cubic yards had to be removed. The ship channel so deepened is 300 feet wide at its narrowest point.

The distance from Montreal to the Atlantic Ocean is a little under 1000 miles or to be precise, it is 986 miles from Montreal to the straits of Belleisle. The city is 250 miles above salt-water, and it is 315 miles nearer to Liverpool than is the City of New York. One third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water. Westwardly the distance from Montreal to Chicago by the St. Lawrence system is 1,261 miles or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles against 350 miles of artificial navigation by the Erie Canal to Buffalo. From these few facts the importance of Montreal as a centre of commerce can be estimated.

THE HARBOUR.

No visitor to Montreal should fail to walk along the river front, and inspect the wharves and quay. These were designed during the vigorous administration of Lord Sydenham. A solid *revetement* wall runs along the whole river front of the city, commencing at the Lachine canal, and continuing to the Current St. Mary ; a distance of one and a half miles. But the wharves are continued much further down the river, past Hochelaga, to the Hudon Cotton Factory. The total length of wharf accommodation is 4.57 miles, of which two thirds is for ships drawing 25 feet of water.



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The port possesses every convenience for loading and despatching ships, such as steam elevators for grain and appliances for shipping cattle.

In order to give greater despatch the harbour is lighted by the electric light under the Brush system, so that ships are loaded or discharged at night as well as during the day.

A railway track runs along the whole length of the river front upon the level of the wharves, and connects the different railways with the river and ocean craft.

WATER WORKS.

The water supply of the city is taken from the St. Lawrence, about one mile above the head of the Lachine rapids, at a point 37 feet above the summer level of the harbour of Montreal. One branch of the aqueduct starts at that point, and another branch starts from a point 3,000 feet above. Both unite and form a canal, 26,200 feet long, to the Wheel House at the west end of the city where there is a large settling pond. The Wheel House is a substantial stone building, containing water-wheels and steam engines, by which the water is pumped either directly into the city mains or into the large reservoir. The water from the wheels after it has done its work of pumping is carried away into the river by a tail-race 3,500 feet long. There are two reservoirs; the larger is at the head of MacTavish street on the side of the mountain. It is 810 feet long, 377 feet wide, and 24 feet deep. It is dug out of the solid rock, and contains 36½ millions of gallons. From it the water is pumped by a steam engine to the small reservoir, 200 feet long by 80 feet wide, situated 218 feet further up on the mountain side. This has a capacity of two millions of gallons, and supplies all the city above the level of Sherbrooke street. All the work has been constructed in the most substantial manner, and is worth the inspection of all interested in engineering matters. It cost the city six million dollars, which amount was raised by bonds secured by the water-rates.

MUNICIPAL TELEGRAPH AND FIRE DEPARTMENT.

The Fire, Water and Police Departments of the City Government are thoroughly connected by Kennard & Co.'s Fire Alarm and Police Telegraph, which was brought into operation on the 19th January, 1863. The Central Police Station is thus in constant communication with the other stations throughout the city, and the chief could instantly concentrate his forces in case of emergency. By the same agency the Superintendent of the Water Works can communicate with the attendants at the wheel-house, work-shops, and reservoirs.

For facilitating the movements of the Fire Department, Montreal is divided into four districts. There are signal-boxes placed throughout the

→‖MILLINERY.‖←



E. IRWIN & CO.

1648 NOTRE DAME ST.

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Fine French Flowers, Laces,

Chenille Fichus, Ribbons,

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And Elegant Fancy Goods.

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novelties out in

French and English Trimmed Pattern

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OF WHICH WE KEEP A LARGE STOCK TO SELECT FROM.

Trimmed Crape, Mourning Goods and Widows' Caps a Speciality.

E. IRWIN & CO., No. 1648 Notre Dame Street, MONTREAL.

city, at comparatively short distances apart ; an alarm (giving the number of the station) is sounded on a church-bell, in each district, and tapped in every signal-box throughout the city, generally within a minute from the time when the intelligence was first communicated. The Fire Brigade company, therefore, go almost direct to the place where a fire has occurred. Some 700 fire-hydrants are located at from 300 to 600 yards apart, each capable of supplying two streams of water with the force of jets from steam fire-engines. Twenty years experience with the fire-alarm telegraph has given a sense of security to the public, that the occurrence of such conflagrations as have in times past devastated large portions of the city is rendered almost impossible. The Central Fire Station is situated at the corner of Craig and Chenneville streets. It is three stories in height, with a cut stone front on the former, and 100 feet of brick and stone dressing on the latter streets. Over the doors and windows are bold projecting mouldings, and a massive cornice runs along the eaves, from which rises in the middle a pediment which is decorated with the city arms and the words "*Central Fire Station*," and surmounted with a flag staff. The ground floor contains four compartments, the middle one being divided by sliding doors. In the foremost of these divisions stand the reels, hook-and-ladder waggon, and fire escape, convenient for immediate access to the street. Down one side of the back division stretches a hose washing trough, fifty-one feet long, at one end of which is a hydrant for testing the strength of the hose ; at the other end of the trough is a tower, fifty feet high, in which the hose is hung to dry after being washed and tested ; near this tower are stalls for the horses ; on the same floor is a workshop, and a room for the watchman to sit during the night. The whole interior arrangements are of the most comfortable and convenient character.

DRIVES.

The Canadian carriage is kept with scrupulous neatness ; the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you, and the charges, unlike American coaching fares, do not spoil the fairest prospect by threatening total ruin to your finances.

MOUNT ROYAL PARK.

By far the pleasantest drive is to the brow of Mount Royal through the Mountain Park. There are two roads ; the shorter returns to the city by McTavish street, the other by Bleury street. The Mountain Park, recently laid out, was planned by Mr. Olmstead, the designer of Central Park, New York, whose achievements there have been recognized by a

LEOPOLD GALARNEAU, Commission Merchant

350 ST. PAUL STREET,

MONTREAL.



Agent in Canada for

SANDEMAN, BUCK & Co., (Pemartin), Xerez,	<i>Sherries</i>
SANDEMAN & Co.	Oporto <i>Ports</i>
SANDEMAN BROS.	Lisbon <i>Bucellas</i>
DELBECK & Co.	Reims <i>Champagnes</i>
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CROOKE BROS. & Co	Malaga <i>Sherries</i>
CAREY & Co.	Alicante <i>Spanish Reds</i>
GORDON & Co.	London . <i>Gins and Orange Bitters</i>
SEURIN FRERES	Bordeaux. <i>Clarets</i>
P. CLERMONT & CIE.	Bordeaux <i>Clarets</i>
ALEX'R SEIGNETTE	LaRochelle <i>Brandies</i>
J. PRUMER & CIE.	Cognac <i>Brandies</i>
LUCARDIE & MAINGAY	Rotterdam. <i>Gins</i>
L. RAMBAUD & MARLIAGUES	Apt . . . <i>Glaces & Cryst'd Fruits</i>
HY. WHITE & Co.	London <i>Red Heart Rum</i>
LAIDLAW & SANDEMAN.	Galashieles <i>Scotch Whisky</i>
DEPOSSEL FILS	Marseilles <i>Olive Oil</i>

Depot for the DELBECK & CO. Champagnes, "Delmonico,"

"Grand Vin Sec," "Extra Dry 1880," "Vin Brut 1880."

statue adorning one of the entrances. The view from Mount Royal is very beautiful ; suddenly, after an easy ascent by a winding road, we are looking forth on the city with its spires, its gardens, and avenues ; beyond is the broad flowing St. Lawrence with the Victoria Bridge and the Lachine Rapids just visible in the distance ; fading away toward the horizon are the hills of Vermont, many miles away.

AROUND THE MOUNTAIN.

The drive around the mountain, is certainly one which it would be difficult, for natural beauty, to surpass. On a clear, bright day, the view from any point of the drive is magnificent ; several hundred feet below is spread out a gorgeous panorama of ever varying beauty, affording commanding and attractive views of the Canadian metropolis, and the great river of the north. Well stocked and highly cultivated farms attest the prosperity of the husbandman ; comfortable homesteads, nestling 'mid a luxurious growth, dot the landscape ; here and there broad belts of forest, shade the view and form a fringework to the picture ; looming up faintly shadowed in the distance, the far off hills of Vermont rear their summit, while, like a silver thread winding through the valley, the majestic St. Lawrence flows onward to the sea, spanned at this point by the Victoria Bridge, one of the greatest modern specimens of engineering skill. Handsome private dwellings, faced with gardens laid out with great taste, line the roadway and add to the beauty of the scene.

Omnibuses leave the post office for the Mountain Park at short intervals in fine weather. Refreshments can be had during the season at the restaurant on the summit, near the Peel street steps. Pedestrians can reach the top of the mountain by steps above Peel street or above University street. A steam elevator is also being constructed, which will convey passengers from the eastern slope, opposite University street, to the summit, for a few cents. There are also many paths of easy grade.

TO LACHINE.

The drive to Lachine (9 miles) is one of great interest. Lachine is the summer residence of many Montrealers, and has become famous by its annual regattas. It is noted as being the scene of a terrible massacre of the whites by the Iroquois Indians, in the year 1789, when over two hundred persons were burned alive. Caughnawaga, an Indian Village, is situated immediately opposite, and is connected by a steam ferry.

The Lachine road leads along the bank of the St. Lawrence and commands views of scenery of unsurpassed beauty and grandeur.



J. B. LALIBERTÉ,
The Largest Manufacturer of Fine Furs
IN THE DOMINION

Specially invites TOURISTS AND STRANGERS to call at his Establishment on their way to Montmorency Falls and see his stock of Rich Furs always on view in a well-lighted Showroom.

Speciality of Indian Curiosities at a very reasonable price.

NO. 145 ST. JOSEPH STREET, QUEBEC.

TO LONGUE POINTE.

Another favorite drive is in an opposite direction to the last, to Longue Pointe, passing through the Village of Hochelaga. The river scenery in this direction is very fine, and of quite a different character from that west of the City. The villages of Longueuil, Boucherville, and Varennes may be seen on the opposite side of the river.

MOUNT ROYAL CEMETERY.

Is situated on the east side of the mountain, about two miles from the City. The approach to it is by a winding carriage way, passing through which may be seen many of the wild beauties of nature, and from several points on the road there are beautiful views to be had in every direction. The road, which is kept in the finest condition, is planted on each side with trees. The gateway, at the entrance is a beautiful structure of cut stone, with iron gates.

From the main entrance, avenues diverge towards different parts of the Cemetery; that on the right leading to the winter vaults. In passing through the grounds the visitor sees many little nooks, under the overhanging foliage of trees, which grow in all their natural wildness, and whose deep shadows spread a refreshing coolness around, and invite him to rest on the garden seats which are placed in different parts. On the highest summit in the Cemetery are built the vaults of the Molson family, which are said to be the most extensive and costly private vaults on the continent. Looking from this eminence the eye ranges over a most enchanting picture of rural scenery; in the distance rises a part of Mount Royal, clothed with its primeval forest, while immediately below lies the most finished and beautiful portion of the Cemetery, with its costly granite monuments, or more humble marble or stone tablets gleaming among the foliage and flowers.

THE LACHINE RAPIDS.

One of the most delightful, as well as most exciting experiences of the visitor to Montreal, is the descent of the Lachine Rapids. A train leaves Bonaventure station every morning at 7 o'clock for Lachine, (9 miles) where a staunch steamer is in readiness, on which passengers may embark and return to the city, shooting the rapids, and passing under Victoria bridge on the way. This little trip should on no account be omitted from the tourist's programme. The time consumed is but little more than two hours, but the sensations of those two hours are such as will not be forgotten during a lifetime.

GIBB & CO.

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GENTLEMEN'S HABERDASHERS.

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MICHEL LEFEBVRE & CO.

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Pure Vinegar Methylated Spirits

21, 23 AND 25 GOSFORD STREET, MONTREAL.

P. O. BOX 993.

AWARDS :

Gold Medal, Montreal 1882
Bronze Medal, Philadelphia 1876
First Prize, Ottawa 1879
" " Montreal 1865

First Prize, Montreal 1880
Silver Medal, Paris 1878
Bronze Medal, Sydney 1877

First Prize St. John N. B. 1880
" " Quebec 1877
" " Montreal 1862

METHYLATED SPIRITS

A Perfect Substitute for Alcohol and 50 per cent. Cheaper.

Used as solvent for Shellac Gums in making *VARNISHES* and *LACQUERS*; also for cutting *OILS*, preparing *DYE STUFFS*, *TINCTURES*, *MEDICINES*, extracting *PERFUMES* and *ESSENCES*, thawing frosty *GAS PIPES* and *METERS*, &c., &c. In general use in Laboratories of Anatomy and Natural History; employed by Lithographers, Photographers, Gilders, Shoemakers, &c., &c.

PURE VINEGARS. (No mixture)

Our Vinegars are manufactured on the most approved principles, combined with the latest improvements which the progress of the times has put at the disposal of Technical Arts. We use only the purest and healthiest substances, and, therefore, we warrant OUR VINEGARS PURE AND FREE FROM POISON. We do not use one single drop of *SULPHURIC ACID*, and we do not buy one drop of *ACETIC ACID*, made out of wood, to obtain a *FICTITIOUS* strength, whilst some manufacturers buy Acetic Acid by the car-load, to sell a mixture which they call Vinegar.

The following description of the descent of the rapids, taken from an American newspaper, will be found interesting :

“ Here a boat comes off from the village (the Indian village of Caughnawaga) and brings an Indian. He is a fine looking man, apparently about 60 years of age ; he comes on board to pilot the boat over the Lachine, which is the last but most dangerous of the rapids. As the boat moves onward to the rapids, all the passengers are anxious to get a good position in order to have a good view of the heaving, breaking and laughing waters. As we near the rapids, we appear to be running upon a small grass crowned rocky island. Indeed the bow of the boat is so near that it appears to be impossible to clear it—we look to see if the pilot is at the helm. Yes, there he stands, the Captain at his post in front of the wheel-house, and the Indian pilot, with three other strong men at the wheel ; and as we look at the calm countenance of the Indian, and see that his bright eye does not so much as wink, but is fixed steadily upon his beacon, whatever it may be, and that the wheels-men are fully under his control, we feel that, with his skill, care, and knowledge of the way, we may banish fear from our thoughts. He guides the boat among the Islands and rocks, over the rapids and through the intricate channels, as easily as a skillful horseman reins a high spirited charger.

As quick as thought the boat glides away from these rocks, which it appears impossible to avoid, but the pilot apparently is insensible to fear, though not to the responsibility that rests upon him. He is aware, and all are aware, that one false move and all is lost : for the current is so swift, the seas run so high, and the boat is driven so rapidly, that one touch upon a rock would shiver her to atoms. Although the passage of the rapids appears to be so dangerous, a sense of pleasure and excitement takes the place of fear.”

PUBLIC SQUARES.

JACQUES CARTIER SQUARE,

which has a fine outlook upon the river is ornamented by two Russian guns, trophies from Sebastopol, and presented to the city by the Imperial Government. A column surmounted by a statue of Lord Nelson is placed at the head of the square. This column was erected in 1808, by the merchants of Montreal, shortly after the death of the Admiral at Trafalgar. It has recently been partially repaired, and the bas-reliefs represent passages in the life of the hero.

The base is square, six and a half feet broad on each side, and about 10 feet high. From the top of this a circular shaft or column rises 50 feet in height, and 5 feet in diameter. It is of the Doric order, and finished

21st.

YEAR

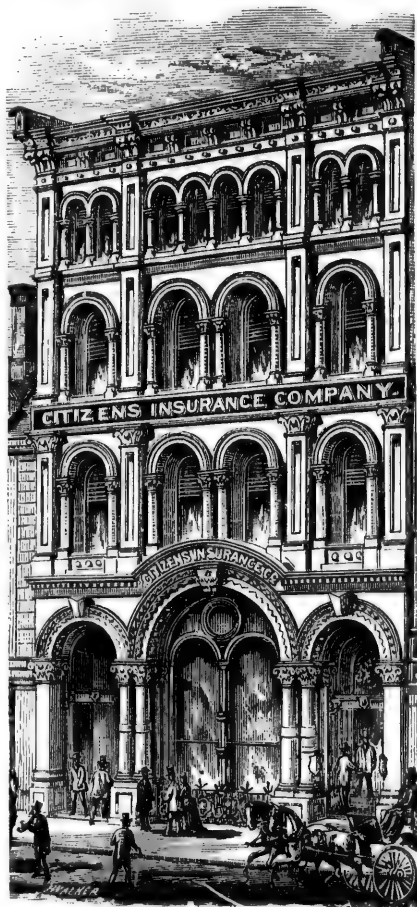
❖ CITIZENS ❖ Insurance Company of Canada.

❖ * FIRE + LIFE + ACCIDENT * ❖

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Montreal and Toronto, Director Canada Shipping Co.,
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ARTHUR PREVOST, Esq., (Director People Bank.)
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Agents throughout the Dominion.



Every reliance may be placed on the contracts of this Company, as the capital is fully subscribed by some of the wealthiest capitalists of the country, and cannot be transferred (unless fully paid up) except to persons of equal solvency. Its past record for prompt and liberal payment of claims is of the best, as the numerous cards of thanks it has received testify.

LIFE BRANCH SEPARATE BY ACT OF PARLIAMENT.

GERALD E. HART, - - -
F. W. CAMPBELL, M. D., }
J. P. ROTTOT, M. D., } - Medical References.

CHIEF OFFICERS :

ARCH. MCGOWN, - - - Secretary and Treasurer.
H. L. COOK, M. D., - Superintendent Life Agencies.
F. W. STORER, - - -
WM. T. STANDEN, (N. Y.,) - Consulting Actuary.

Head Office, 179 St. James St., Montreal

Subscribed Capital & Assets	- \$1,444,855	Reserve Funds	- - - -	308,926
Government Deposit	- - - -	122,000	Losses Paid Exceed	- - - 2,250,000

CANADIAN INSURANCE COMPANIES have always occupied a prominent position among the financial institutions of the Dominion, and considering the magnitude of their operations, the fate of chances to which their business is exposed, the ramifications of their dealings it is most creditable to the management of the companies in existence to-day to find the sterling character of the security they offer to their policy-holders. We find the combined ages of the six fire companies to be 212 years, an average of 35 years each, showing conclusively that the administration of these companies is indeed creditable and worthy of the greatest confidence at the hands of the public. Companies which have stood the public criticism of their acts, during a term equal to 212 years and are still before the public soliciting, its patronage must be regarded as proved by time to be honorable in their dealings and upright in the adjustment of claims and hence an honor to the country which claims their allegiance.

Among the six companies is the Citizens Insurance Company of Canada, a corporation established in 1864 by wealthy citizens of Montreal to transact Fire Insurance therein. Later on it opened out Life and Accident branches, being the first company to establish Accident Insurance in America, and took over the existing business of the European Society which was withdrawing from the country. In 1875 it extended over the Dominion, and barely got well established in the agency field before it had to face the epidemical conflagrations of 1876 and 1877. Its losses in these years alone approached three quarters of a million, a debt which was discharged with the utmost promptness and liberality as the recipients have testified in the cards of thanks the Company holds. The recuperative powers of the Company from this severe blow received in its infancy, may be gleaned from the satisfactory financial position of the Company at this present writing. On the basis of the financial statement as made by the English companies, it shows a

Capital subscribed of	- - - - -	\$1,009,800
Assets	- - - - -	435,055
Reserve fund over Paid up Capital	- - - - -	237,606

A financial exhibit worthy of the increasing patronage which is being bestowed upon it by a discriminating and appreciative public. Further it has \$122,000 on deposit with the Dominion Government for the special security of its policy-holders and as a gauge of its probity and integrity it has disbursed to its policy-holders with a liberal hand over \$2,250,000.

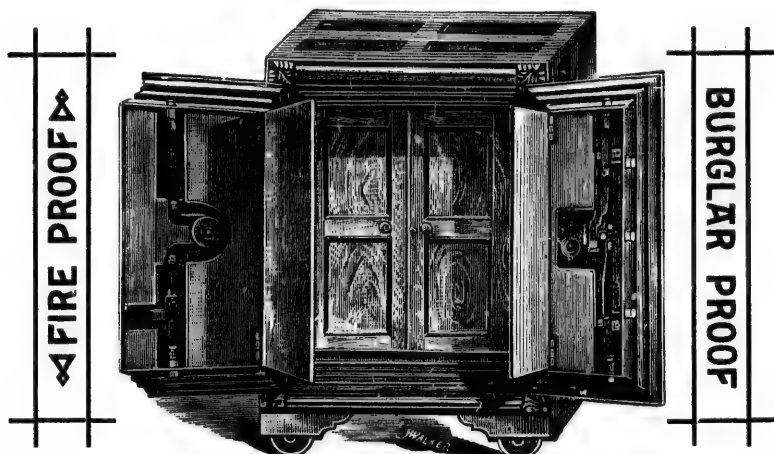
In the Life and Accident branches it has introduced new and liberal features not granted by other companies of which intending insurers should make special enquiry. Among these are combined Accident and Life policies;—Life, Endowment and Annuity policies payable at ages 55, 60 and 65, with and without Tontine features. Accident policies covering against partial disability as well as total, &c., &c. The Company has adopted a motto, which will commend itself to the loyal people of the Dominion, viz :

“ To build up a nation, support its institutions.”

No traveller should leave the City without calling at the Company's office and securing an Accident ticket which it issues in all forms from 15 cents for a single journey covering \$3,000 in event of death, \$15 weekly indemnity total disability and \$5 partial disability, to the annual Policy at \$5 premium.

CHAS. D. EDWARDS

MANUFACTURER OF



— WITH —
INSIDE BOLT WORK

SAFES

— AND —
COMBINATION LOCKS

WAREROOM : 327 St. James Street, - - - MONTREAL.

Call and see the Safe that stood 62 Hours Fire.

GOLDIE & McCULLOCH

Awarded GOLD MEDAL FOR BURGLAR-PROOF 1884
GOLD MEDAL FOR FIRE-PROOF

SAFES

AND HIGHEST AWARDS AT ALL EXHIBITIONS WHERE SHOWN ;

But notwithstanding, our make is superior in quality and finish, our Prices are no higher than others, and terms of payment the EASIEST.



WAREROOMS : 298 St. James Street,

A FEW DOORS WEST OF MCGILL,

ALFRED BENN, General Agent.

with mouldings. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson eight feet in height. The likeness is well preserved and the attitude judiciously chosen. He is dressed in full uniform, and decorated with the insignia of the various orders of nobility conferred upon him. The principal ornaments are in panels on the four sides of the base or pedestal, and are emblematical of the principal events in the professional life of the hero. On the west side, there is on the plinth of the base, a figure of a crocodile, emblematical of the battle of the Nile. On the panel on this side, are cannon, anchors, and other naval trophies, with a laurel wreath, which surrounds the following inscription :—

— “ IN MEMORY OF —

THE RIGHT HONORABLE VICE ADMIRAL LORD VISCOUNT NELSON,

DUKE OF BRONTE,

Who terminated his career of Naval glory in the memorable

Battle of Trafalgar,

On the 21st October, 1805,

After inculcating by signal, this sentiment,

Never to be forgotten by his Country :

“ England expects every man will do his duty,”

This monumental column was erected by the

Inhabitants of Montreal,

In the year 1808.”

The east panel contains a representation of the interview between Lord Nelson and the Prince Royal of Denmark, on the landing of the former after the engagement off Copenhagen. The inscription reads :

“ The Right Honorable Vice Admiral Lord Viscount Nelson, Duke of Bronté, after having, on the 2nd April, 1801, with ten sail of the line and two ships of 50 guns, taken and destroyed the Danish line, moored for the defence of Copenhagen, consisting of six sail of the line, eleven ship batteries, supported by the Crown and other batteries, displayed equal precision and fortitude in the subsequent negotiations and arrangements with the Danish Government ; whereby the effusion of human blood was spared, and the claims of his country established.”

On the north side of the base is represented the battle of the Nile, with the following inscription :

“ On the first and second days of August, 1798, Rear Admiral Sir Horatio Nelson, with a British fleet of 12 sail of the line, and a ship of 50 guns, defeated in Aboukir bay, a French fleet of 13 sail of the line, and four Frigates, without the loss of a British ship.”

The south side commemorates the battle of Trafalgar, and bears also the following inscription :

“ On the 21st October, 1805, the British fleet of twenty-seven sail of the line, commanded by the Right Hon. Viscount Nelson, Duke of Bronté, attacked off Trafalgar,

OWEN MCGARVEY & SON'S

WHOLESALE AND RETAIL

FURNITURE WAREROOMS

1849, 1851, 1853 Notre Dame Street,

Corner McGill Street.



Have constantly on hand the largest, best assorted, and acknowledged by all, the cheapest stock, quality considered, of HOUSEHOLD FURNITURE in the Dominion. We have sent goods of our own manufacture to the first Paris Exhibition for which we got HONORABLE MENTION in three departments. We again exhibited in Montreal, in 1856, and received Seven First Prizes and a Diploma, for the largest and best assortment of Furniture. We again exhibited in 1880, and then received Seven Prizes and a Diploma for the largest and best collection of Furniture. We again exhibited in 1882, and received thirty-two Prizes. Our exhibit for 1884 received twenty-three Prizes, seven Diplomas, and one Silver Medal, for Sofa and Bric-à-Brac combined of original designs; since sent to the Antwerp and London Exhibitions with a very complete selection of Furniture taken from stock, and one Bronze Medal for best assortment of Rattan Furniture, which show how goods of our own manufacture can bear the inspection of Judges qualified to discriminate between really good work and merely showing articles made for Exhibitions specially.

SAVAGE & LYMAN,

255 ST. JAMES STREET,

HAVE CONSTANTLY IN STOCK A FINE ASSORTMENT OF

Jewellery of Latest Styles and Designs.

— SILVER JEWELLERY OF CARNIVAL DESIGNS A SPECIALITY. —

Gold and Silver Watches of Swiss and American Manufacture.

SIGN OF STREET CLOCK.

(Next to Messrs. H. MORGAN & CO.'S)

NO. 255 ST. JAMES STREET,

MONTREAL.

the combined fleets of France and Spain, of thirty-three sail of the line, commanded by Admirals Villeneuve and Gravina, when the latter were defeated, with the loss of nineteen sail of the line captured or destroyed. In this memorable action, his country has to lament the loss of her greatest naval hero, but not a single ship."

The monument was surrounded by a rough iron railing, the whole being enclosed within a chain, which was supported by eight pieces of cannon furnished by Sir George Drummond, then commander of the forces in Canada. The cost was £1,300 stg.

Nelson was on the Quebec station in command of the "Albemarle" in 1782, and had a narrow escape of becoming a Canadian; for being violently enamoured of a fair Quebecer, he was with difficulty torn away by his fellow-officers and prevented from marrying her.

VIGER SQUARE OR GARDEN,

is situated on Craig and St. Denis streets. It contains three fountains, the largest one being in the centre of the square. Close by this fountain is a neat conservatory for the propagation of flowering roots, &c., for the decoration of this, and other city squares. The grounds are beautifully laid out, and the utmost care and great discrimination has been displayed in the choice of trees and shrubs, which are plentifully cultivated. The celebrated City Band plays here in the evening, twice a week, during the summer.

VICTORIA SQUARE.

At the head of McGill street, is neatly laid out, the centre being occupied by a large fountain. Being comparatively a new square, the trees are yet but small. At the south end of this square is placed the beautiful bronze

STATUE OF HER MAJESTY QUEEN VICTORIA.

This work of art is from the studio of Mr. Marshall Wood, and was presented to the city by H. E. Lord Dufferin, then Governor General, on the 21st November 1872. The cost of the statue was about \$3,000,—together with the pedestal, the latter the gift of the Corporation.

DOMINION SQUARE

is upon the rising ground more to the west. It is the finest square in Montreal as to site. The Windsor Hotel, the new Cathedral of St. Peter, St. George's Church and Rectory, and the many other churches close to it give it importance architecturally. It also commands a fine view of the mountain.

Besides the above, the city possesses several smaller squares, such as Richmond square at the extreme end of St. Antoine street; Philips square

THE * MEDICAL * HALL

—*Apothecaries to H. R. H. The Prince of Wales.*—

**NORTH-EAST CORNER OF
ST. LAWRENCE HALL BLOCK.**

IMPORTERS OF

Genuine Drugs and Chemicals,

ENGLISH & FRENCH PERFUMERY,

SOAP, BRUSHES, SPONGES,

—*AND TOILET REQUISITES OF EVERY DESCRIPTION.*—

J. PALMER & SON

IMPORTERS OF

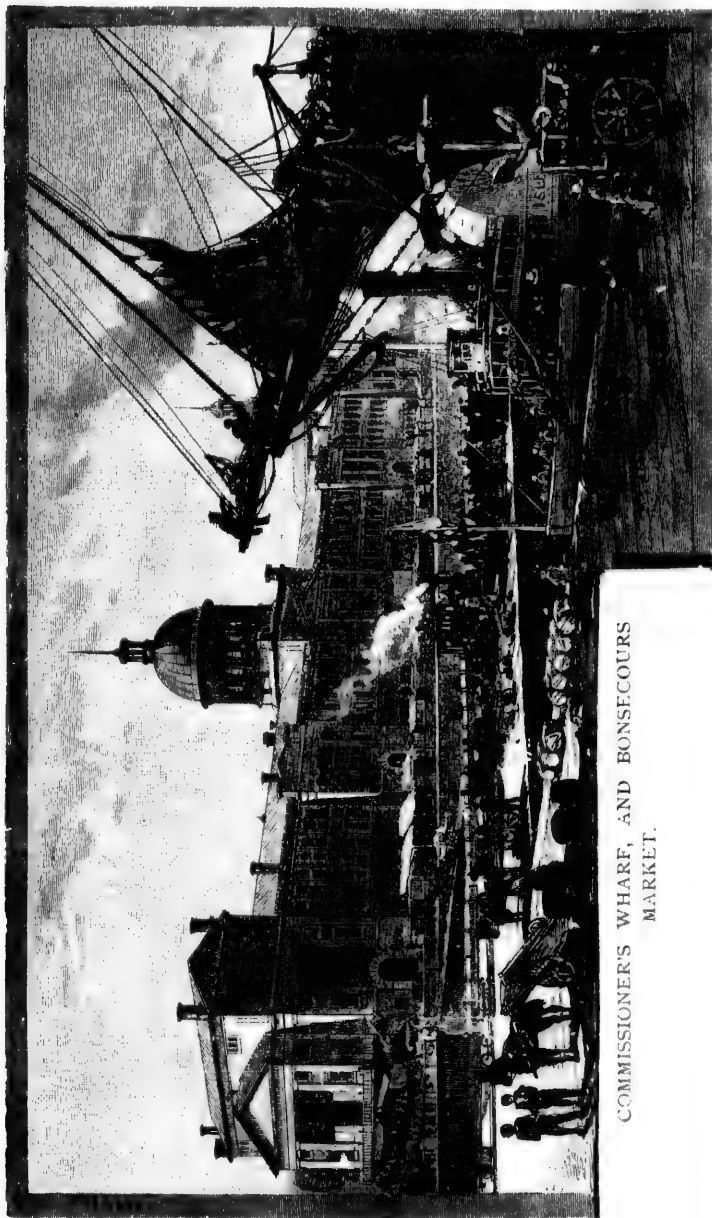
Human Hair, Perfumery & Fancy Goods

Manufacturers of

→* WIGS, TOUPETS, SWITCHES *←

**1743 NOTRE DAME STREET,
MONTREAL.**

Ladies Hair Dressing, and all kinds of Hair Work done in a Superior Manner.



COMMISSIONER'S WHARF, AND BONSECOURS
MARKET.

between St. Catherine and Dorchester streets ; Custom House square between St. Paul and Commissioners streets ; and Place d'Armes square between St. James and Notre Dame streets, and immediately opposite the cathedral of Notre Dame. All these form pleasant resorts in the summer months, and afford pleasing recollections of the country to the passers-by.

PUBLIC BUILDINGS.

THE COURT HOUSE.

This building situated on Notre Dame street, is after the Grecian style of architecture, and is in its unpretending and massive grandeur, second to few buildings in the City. The most striking feature is its large Ionic portico, and the bold projection of the pediment, which gives the central portion of the principal front a very noble appearance.

The front is divided in its length into five compartments, the wings advancing somewhat less than the centre, so as to give the facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the City. Ample proportions are given to the entrances, vestibules, corridors, and stair-cases, while spacious halls of Justice and public offices are laid out, as well as ante-rooms and private chambers for the Judges and chief officers of the Court. Besides capacious fire-proof vaults, the building contains rooms for the Police, Criminal, Circuit, Superior and Appeal Courts, Advocates' rooms, Council room and library, offices for the Prothonotary, Sheriff and Registrar, and rooms required for all other officers engaged in the administration of Justice. The total length of the building is 300 feet ; width 125 feet ; height 76 feet. It is built entirely of Montreal stone, and the roof is covered with tin. Cost about \$300,000.

BONSECOURS MARKET,

on St. Paul street, near Jacques Cartier square, is a very large and substantial building, which the tourist who wishes to see the Lower Canadian peasantry would do well to visit on a Tuesday or a Friday. Under this one roof, and from the market carts and booths around, every sort of eatable can be purchased, from maple sugar to mutton and fish. Vegetables of all sorts testify to the fruitfulness of the surrounding country. All sorts of cheap clothing, baskets, little shrines, images, and wooden shoes, are displayed to tempt the rustic purse, and restaurants of primitive style to tempt the rustic stomach. A poor man of simple taste finds here everything he may require for horse or person. There are six other markets in the city, but this is the one best worth a visit. The length of this building is nearly 500 feet, and its appearance when crowded on a market day is very lively.

Canadian * Pacific * Railway.



THE MOST DIRECT AND BEST EQUIPPED ROUTE

—BETWEEN—

TORONTO, OTTAWA  MONTREAL,

AND ALL POINTS EAST AND WEST.

This thoroughly built and splendidly equipped line, which was only opened for traffic in August, 1884, has already earned a reputation for comfort and regular time that few lines in America have ever reached, and none until after many years of operation. In the construction of this line the utmost care was taken with every detail, and nothing was left undone to make it what it was intended by its projectors to be, **the very best new line ever constructed on the American Continent.**

TRACK AND BRIDGES.

The cuttings are unusually wide and thoroughly drained; the embankments are very wide and solid; the bridges, resting on first-class masonry, are of steel, and of twice the ordinary strength; the rails are of the best steel, manufactured under rigid inspection, and are laid with angle splices of double strength; the ties are large and closely laid, and the track is ballasted with the best materials.

EQUIPMENT.

The new line is equipped with the finest Passenger, Sleeping and Parlor Cars in the world. The wheels used under all the passenger rolling stock are of Krupp steel, 40 inches in diameter, not one of which has ever failed; the axles are of steel and of the full size of the iron axles used on other lines. The car bodies are strongly framed to meet any contingency, and are wider and higher than those of any other railway. Both first and second class cars are designed to secure uniform warmth combined with perfect ventilation in winter and an abundance of cool air with freedom from dust in summer, and the cars of no other line can compare with them in these respects, nor in strength, elegance and comfort.

THE SLEEPING AND PARLOR CARS

Are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany and their interiors with their rich carvings and beautiful fittings are beyond comparison. The berths are wider and longer than in other sleeping cars. The curtains, blankets and linen, made expressly for the Company, are of finest quality.

SECOND-CLASS SLEEPING CARS

Are run on this line instead of the ordinary second class cars. They are handsomely finished in light woods, on the general plan of ordinary sleeping cars. They are bright and pleasant, and so comfortable that they are largely used by first-class passengers in making short trips. **No extra charge is made in these cars.**

TIME

The trains of this line are run sharply on time. The through trains make very few stops, and no annoying delays are permitted to occur at stations. All freight trains are kept well out of the way of passenger trains, and **no train is permitted to follow a passenger train from a station until it has passed the next station ahead.** This is the only line in America where this rule is in force.

SAFETY.

Every appliance of proven value, calculated to secure safety, has been adopted on this line without regard to cost. These are too numerous to mention, but they include an elaborate guard system at all bridges, Cooke's patent safety switch at all turn-outs from the main track—the only safety switch in use

in Canada, and the only one known that will with certainty prevent derailment from a misplaced switch. Especial care has been taken to make the heating apparatus on trains entirely safe, and the oil used in lighting the cars is manufactured expressly for the Company, and is safer even than candles, while it affords a most brilliant light.

CIVILITY AND ATTENTION.

The civility and attention of the employees of the Company are spoken of by every traveller on the line. The cleanliness of cars and stations is also noticed. These two points are, next to safety, most carefully watched by the management.

SCENERY.

Some of the finest scenery in Canada is found along this line. It varies from beautiful to magnificent, and is nowhere uninteresting. Broad fields and rocks and lakes and forests are passed in succession. The beautiful Ottawa River is on one side or the other from Carleton Junction to Montreal. A fine view of the picturesque Parliament Buildings at Ottawa is obtained from the passing trains, and the line crosses directly over the magnificent falls of the Lievre of Buckingham.



DURING SEASON OF NAVIGATION THIS LINE

MAKES * DIRECT * CONNECTION * AT * OWEN * SOUND *

With the New and Elegant Clyde-Built Steel Steamships

“ALGOMA,” “ALBERTA” & “ATHABASKA”

FOR

WINNIPEG, MANITOBA

AND THE

GREAT NORTH WEST TERRITORIES

Via PORT ARTHUR.

Be certain your tickets read by this new and popular **Canadian Short Line**,
as you will save both time and money.

W. C. VAN HORNE,

Vice President.

W. WHYTE,

General Supt.

D. McNICALL,

Gen. Pass. Agent.

Head Office: - - MONTREAL.

C. J. Glass

LATE OF CHICAGO,

CORNER MCGILL AND NOTRE DAME STS.,

CLOTHIER AND OUTFITTER

FINE READY-MADE CLOTHING

— AND —

GENTS' FURNISHING GOODS.

THE ONLY AMERICAN HOUSE IN MONTREAL.

MEN'S UNDERWEAR AND HOSIERY,

Largest Stock and Greatest Variety in Canada.

AMERICAN AND CANADIAN TOURISTS' TRADE SOLICITED.

CUSTOM HOUSE.

The new Custom House, is the splendid building erected by the Royal Insurance Co., and which the Government, in 1870, purchased for \$200,000, the splendid oak furniture and fittings, safes, &c., being transferred with the property. Alterations were made to make it suitable for its new purpose. There are three principal entrances, one, and the most imposing, being that by the stone portico facing on Custom House square, and the other two being from Commissioners street, and Common street respectively. Entering by this main entrance, the landing waiters' offices are on the left hand side, and the warehouse offices on the right. Immediately adjoining the former is the Surveyor's office. Passing through the Landing waiters' room, we come to the offices of the Sampler and weigher, and the Tide Surveyor. The first offices on the second storey are those of the Collector, a large room for the Clerk, and which may be used as a waiting room, adjoining it, the public offices of the Collector, and again adjoining this, a private office, all of them neatly fitted up. Directly opposite to the Collector, is the office of the chief Clerk and Treasurer. Descending from the passage between them a few steps, we enter the Long Room, emphatically the chief feature of the building. It is 94 feet long, 26 feet wide, and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Arms. On the other side of the stairs leading to the long room from the side entrance, is the shippers room, with large ante-room for sailors, and near them are the appraisers rooms, the whole in such close proximity as to make them very convenient. The warehousing apartments are exceedingly spacious and commodious. Three elevators, worked by steam power, are used in taking packages to the different flats.

MERCHANTS EXCHANGE.

In the Arrêts of the French King, dated at Paris, May 11th, 1717, we find the following:—

“On the petition presented to the King by the Merchants of Quebec and Montreal in new France,” containing: “That trade being the principal means by which the colony can be sustained and augmented, it is impossible that the merchants can ever flourish as long as they have not the liberty to assemble in a convenient place to treat mutually of their business; that the meetings of merchants have appeared to be requisite for the utility of commerce in all the cities of France, and that if His Majesty will grant them the same grace, they hope that the measures they will take for the trade, will render it in a short time flourishing; they therefore beseech His Majesty to permit them to assemble every day in a suitable place in each of the said cities of Quebec and Montreal—to all of which His

J. & E. McEntyre,
Merchant Tailors,
No. 1671 Notre Dame Street,
Montreal.

Majesty having had regard ; having seen the said petition ; heard the report, and considered the whole, His Majesty being in His Council, with the advice of Monsieur the Duke of Orleans, Regent, has permitted and permits the said merchants to assemble every day in a suitable place in the cities of Quebec and Montreal, there to treat of their commercial affairs, &c.

Until 1858, there was no building set apart as an Exchange, when a building was erected upon the site occupied by the present Exchange. It was destroyed by fire on Christmas morning, 1865. The present building is three stories high, with basement and finished attics. The ground floor is divided into large double offices, with safes. On the second floor is the reading-room, sixty feet by thirty-two feet, extending from front to rear, with offices for the Secretary and two other double offices. The third and fourth are occupied as offices, a portion of the latter being used as a residence for the keeper. The building is heated with steam. The facades are cut stone, the principal one facing on St. Sacrament street, being in the Italian style, with main entrance in the centre.

CORN EXCHANGE.

This building forms the corner of St. Sacrament, St. John and St. Alexis streets. It is three stories in height, the upper being equal in height to the two lower ones. The lower story and a portion of the second is of dressed Montreal stone. The upper portion is of red brick, with stone dressing. The upper flat is fitted up as an elegant and spacious hall for the transaction of business ; and is frescoed in a simple yet effective style. The room is well lighted with lofty windows on three sides.

Adjoining this room is the Secretary's office and Board room.

MECHANICS' INSTITUTE,

situated on the corner of St. James and St. Peter streets, is in the Italian style of architecture, and consists of three divisions, the centre having a portico with columns and rusticated pillars on lower story. The pillars and quoins are ornamented. In the second story is the reading room, library and class rooms. In the third story is the main hall, which will comfortably seat 800 persons. The library of the Institute contains about 7,000 volumes, and the reading room is supplied with all the leading newspapers and periodicals.

Classes in mechanical drawing and other branches are sustained by the Institute during the winter months, and are well attended, large numbers of the members availing themselves of the privileges thus afforded them. In obtaining teachers for these classes every effort is made to secure the best talent of the city.

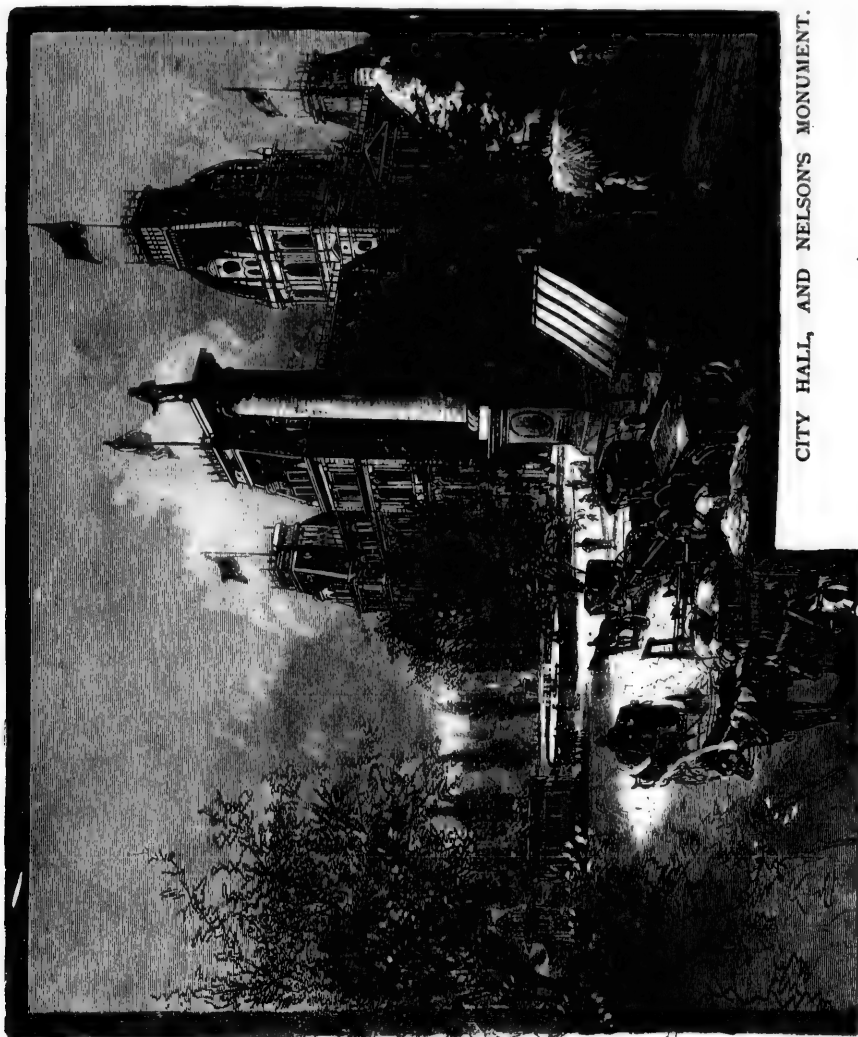
MICHEL TESSIER,
Fashionable Bootmaker,

No. 209 MCGILL STREET, No. 209

MONTREAL.

CUSTOM WORK A SPECIALTY.

THE ST. LAWRENCE HALL MONTREAL CITY GUIDE.



CITY HALL, AND NELSON'S MONUMENT.

THE CITY HALL.

This is a very imposing and handsome building close to the Court House. It is 485 feet in length, and is built in a adaptation of modern French style with lofty mansard roofs and central pavilion. All the municipal offices are in this building, including the water-works and fire-alarm offices. The Recorder's Court and Police office are in the basement. The city is governed by a Mayor, elected annually, and twenty-seven aldermen. Three aldermen, one of whom retires every year, are elected by each of the nine wards of the city.

* THE HARBOUR COMMISSIONERS' BUILDING.

This commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbour to keep up the standard depth of water, to keep the wharves and quays in good repair, to extend them when required, to allot places to incoming vessels, and generally to supervise all matters connected with the commerce of the city other than the collection of custom duties. The Board has also care of the channel of the river as far as Quebec. Under its direction all the operations of dredging and removing shoals have been carried on for a long series of years, and to its enlightened views of the destiny and capabilities of the city are due the present commodiousness and efficiency of the port. The plant engaged in this work consists of eight steam dredges, two stone-lifting barges, and eight tug-boats.

The commission occupies a large cut-stone building adjoining the Examining Warehouse. In the basement of the building are placed the engines for the electric lamps which light the harbour.

THE INLAND REVENUE OFFICE

is a building on Custom House Square and has recently undergone extension. This square was in old times the market place of the town. The present building was erected in 1836 for a Custom House.

THE BOARD OF ARTS AND MANUFACTURES

is a commission nominated by the Government of the Province of Quebec for holding industrial exhibitions, carrying on schools of technical art, and generally watching over the industrial interests of the province. It occupies the large building at the east end of the Champ-de-Mars, formerly occupied by the Geological Survey Museum.

THE BOARD OF AGRICULTURE

is similarly constituted to the preceding, and has care of all public interests relating to agriculture. It holds exhibitions annually in conjunction with the former Board. Its offices are in St. Gabriel street.

The Ottawa River Navigation Company



TOURIST ROUTE

CHARMING SCENERY.

WELL APPOINTED STEAMERS.

Round Trip Tickets to Ottawa,	{ UP BY RAIL AND RETURN BY BOAT. }	\$4.50
Do. do.	{ UP BY BOAT AND RETURN BY BOAT. }	4.00
Do. do.	{ UP BY BOAT AND RETURN BY RAIL. }	4.50
Single Fare,	- - - - -	2.50

**THIS IS THE ONLY RIVER ROUTE BETWEEN
OTTAWA AND MONTREAL.**

PASSING beautiful river scenery, Lake of Two Mountains, the Indian Village of Oka, Mount Calvary, with its SEVEN FAMOUS OLD FRENCH CHAPELS and SHRINES, Trappiste Monasteries, St. Ann's Rapids, (famous as the scene of Moore's Boat Song,) SHOOTING THE LACHINE RAPIDS, and PASSING UNDER THE GREAT VICTORIA BRIDGE at Montreal.

FROM OTTAWA.—Steamer leaves daily for Montreal at 7 a.m.

TO OTTAWA.—Steamer leaves Lachine daily on arrival of train leaving Montreal at 7 a.m.

SIDE EXCURSIONS.—From Montreal: a day trip to Carillon, fifty miles up the Ottawa River, returning in the evening via Lachine Rapids.

TO SHOOT THE RAPIDS.—TAKE 7 p.m. train for Lachine every afternoon. Canadian Pacific Railway connects with steamers at Ottawa for Montreal.

HEAD OFFICE: 89 COMMON STREET, MONTREAL.

R. W. SHEPHERD, Jr., Manager.

THE POST OFFICE,

on the corner of St. James and St. François Xavier streets, has a frontage on St. James street of 129 feet. Its depth from St. François Xavier street to the Montreal Bank Building is 95 feet. The height of the main building from ground level to the roof is 88 feet, and from the basement to summit of central tower 120 feet. The building is constructed of Montreal greystone. The style of architecture is the modern Italian. The facade on St. James street is highly ornamented with cut-stone pillars, pediments and carved portico, while the mansard roof is decorated with richly furnished mouldings. The central tower contains a large illuminated clock with immense dial plate. The mansard roof is of wood and protected with iron and slate. The basement and first floor are constructed of fire proof materials, and the entire frame of the building is of iron, while the floors are laid in Baccérini cement and well trussed with iron for the greater preservation of the valuable contents of the building. It costs about \$800,000.

Mails for England close three times a week, for the United States twice daily. Canada is a member of the Postal Union, and the postage to all countries in the Union is $2\frac{1}{2}$ pence stg. or 5 cents per half ounce. For all parts of Canada and the United States the rate is 3 cents. City or drop letters are one cent. Postal cards at two cents are provided for England and the Postal Union, and at one cent for Canada and United States. Transient Newspapers are one cent. All postage must be prepaid. The regulations for Book and Parcel Post and for other mailable matter as well as the hours of departure can best be learned on inquiring at the Hotel office as they vary from time to time.

VICTORIA SKATING RINK.

Skating is one of the most popular of the amusements pursued by the citizens of Montreal during the winter season. While the river St. Lawrence furnishes room for all who may desire to practice the art, still the violent storms often prevent it being practiced in exposed places.

To provide against this, several private rinks have been erected, the principal one being that known as the Victoria Rink.

This is the largest and best skating rink in Europe or America. The Grand-Duke Alexis, who skated there during his visit to Canada, pronounced it better than anything of the kind in Russia. The club consists of over 2,000 members.

The building is 250 feet long by 100 broad, is built of brick, and covered by a semi-circular arch-like roof, fifty feet high in the centre. The space used for skating is surrounded by a promenade, raised about a foot

DELAWARE & HUDSON C. CO'S

RAILROAD.

SARATOGA LINE

Twenty-Eight Miles the Shortest Route between Montreal and New York.

The Only Line to Saratoga, Lake George, and Lake Champlain.

The most Direct Route to Troy, Albany, New York, Philadelphia, and All Points South and East.

Passengers by this Route, during the Summer Season, may exchange their tickets for those reading "Through *Lake Champlain and Lake George*, via the Champlain transportation Company's Steamers," affording them an opportunity of viewing some of the *Finest Scenery in America*.

Wagner's Elegant Drawing Room and Sleeping Cars Run via This Route.

The Through Mail and Express for New York carried over this Line. During the Season of Navigation, close connection made at Troy and Albany, with day and night boats on the Hudson River for New York.

Information given and Tickets sold at all the Grand Trunk Ticket Offices, and at the Company's Office,

143 St. James Street, Montreal

J. W. BURDICK,

CHARLES C. McFALL,

Gen. Pass Agent, Albany.

Gen. Agent, Montreal

above the level of the ice. The front portion of the building is two stories in height and contains, on the lower floor, commodious dressing, cloak rooms and offices.

All around the building is a gallery. The building is lighted at night by gas and electricity. When many hundreds are on the ice, and with every variety of costume, pass through all the graceful figures that skaters delight in, the scene presented is dazzling. The following, taken from the columns of a local newspaper, is a description of a carnival held at the Victoria Rink, on the evening of the 3rd February 1879: "When Lord and Lady Dufferin, attended by their suite, took their seats under the dais about eight o'clock, the scene was magnificent. Never since the carnival in honor of the Prince of Wales' visit has there been such a brilliant assemblage in the Victoria Skating Rink. As the band discoursed the noble strains of "God Save the Queen," the skaters left the attiring rooms and bounding on the ice, commenced their graceful evolutions. Every nationality under the sun was represented. Indians of various tribes, with thick layers of war paint, brandishing tomahawks and scalping knives; Spaniards and Italians shooting love and jealousy from their piercing black eyes; obese Dutchmen, with their indispensable pipes and peculiar gait; negro minstrels, rattling bones and thrumming tambourines and banjos; girls of this period with immense chignons and unsightly Grecians; girls of the olden times in quaint but comely costumes, eclipsing the so-called finery of the nineteenth century belles; Chinamen and Japanese laboring hard to show their superiority over the nations they despise; brigands intent on plunder; pirates glorying in their deeds of blood, riflemen in their simple uniform, glowing with the ardour peculiar to volunteers; ladies of the Elizabethan period proving beyond dispute their claims to beauty and fashion; swells of this and other ages, sporting eye-glasses, ringlets, and languishing whiskers; in fact, such a commingling of curious characters as to excite all kinds of emotions in the breasts of the observers.

Round and round the glassy surface they glided, while the Victoria Rifle or City Band in the side gallery played majestic marches, lively quadrilles, and sparkling polkas. For several hours the perpetual movement was kept up. There could be no lagging with such bright eyes and pleasant faces looking encouragingly on. Surely the greatest pleasure that ever fell to the lot of fair women and brave men is to don fantastic costumes and take part in a skating carnival in the presence of a fashionable gathering like that of last evening."

THE YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

This building, situated on the corner of Craig and Radegonde streets, is one of the finest in the City. The style is the mediæval or decorated

Intercolonial Railway of Canada

THE POPULAR CANADIAN ROUTE

— FOR —

SUMMER TOURIST TRAVEL!

Through Express Trains daily between Quebec, Halifax, N.S., and St. John, N.B., and also connections made for all Baie des Chaleurs, Prince Edward Island and Cape Breton points.

NEW AND ELEGANT PULLMAN, FIRST CLASS, BUFFET, SLEEPING AND SMOKING CARS ON ALL THROUGH TRAINS.

Perfect Steel Rail Track and Iron Bridges.

❖ QUICK ❖ TIME ❖ AND ❖ SURE ❖ CONNECTIONS ❖

THIS ROUTE traverses for 200 miles the South Shore of the MAJESTIC ST. LAWRENCE, thence through the FAMOUS LAKE AND MOUNTAIN REGION and VALLEYS of the RESTIGOUCHE and METAPEDIAC RIVERS, unequalled for their Magnificent Scenery; and the picturesque and beautiful shores of the BAIE DES CHALEURS, and GULF OF ST. LAWRENCE, abounding in TROUT and SALMON STREAMS.

THE POPULAR

SUMMER AND SEA-BATHING RESORTS

— OF —

Rivière du Loup, Cacouna, Bic, Rimouski, Métis, Metapedia, Dalhousie, Bathurst, Newcastle, St. John, Shediac, Pictou and Halifax are on this line.

CLOSE CONNECTIONS made at Quebec with the Grand Trunk and North Shore Railways, and at Québec and Rivière du Loup with the Steamers between Montreal, Quebec, and the far-famed Saguenay River.

ROUND TRIP, SUMMER, TOURIST and SATURDAY EXCURSION TICKETS at principal Offices of the Grand Trunk Railway, and at the Office of this Line:—

136½ ST. JAMES STREET, (opposite St. Lawrence Hall.)

MONTREAL,

Where all information, Time-Tables, Maps, and Illustrated Descriptive Guide Books will be supplied free.

G. W. ROBINSON, General Eastern Agent, Montreal.

A. BUSBY, Gen. Passenger Agent.

D. POTTINGER, Chief Supt.

Gothic. The foundation and some four feet of the base, is of Montreal limestone, but the superstructure is of Ohio sandstone. In its design the building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the City, namely, a richly crocketed spire, springing from a dwarf arcaded tower on the corner facing Craig and Radegonde streets. The effect is striking and highly favorable. The main entrance on Radegonde street stands out in relief, and has a slightly projecting porch, with turrets, gable, &c. ; and the doorway has richly moulded columns ; while over it is a window filled with tracery. The windows are well relieved with mouldings and columns. The roof is of the mansard pattern, and was adopted in subservience to the requirements of the climate, to which the Gothic roof, with its many snow collecting angles, is not so well suited. It is surmounted with an appropriate cresting, which gives a light and pleasing finish. In the interior is much to admire. The woodwork is finished without paint, presenting an unusually striking and rich effect. On ascending the broad stairway to the second floor the visitor passes betwixt a glass screen and a counter, to reach the reading room. On the right of this passage or corridor, is placed the library, in which the book cases are stained and varnished, and have an effective incised ornamentation, while the arcading enclosing the office, challenges attention by its rich detail of diaper and cusped arches. The reading room (which is free to all) is a most elegant and cheerful apartment. There are pictures on the walls, and the floor is covered with handsome carpeting. The Lecture Hall, on the third storey, covers the whole superficial space of the building, and is 25 feet high. It is large and airy, and is seated for eight hundred, with metallic chairs covered in green morocco. The whole building is heated by steam. The centre store on Radegonde street is occupied by the Bible Society.

GREAT NORTH WESTERN TELEGRAPH COMPANY'S OFFICES.

These new buildings, situated at the Junction of St. Sacrament with St. François Xavier streets, are in the modern Italian style of architecture, and specially adapted to the requirements of the Telegraph Company. They are built of the best quality of freestone from Berea, Ohio, U. S., being transported the long distance intervening, at considerable expense. There is 65 feet frontage on St. François Xavier street, while that on St. Sacrament street, is 135 feet. The height of the building from the street level to the top of the dormer windows is 74 feet. On the ground floor, in the angle formed by the junction of the two streets, is the main entrance to the public receiving room ; a fine airy apartment about 60 feet by 40, and 18 feet in height. It is sub-divided by handsome glazed partitions,

FURNISS, LAVIOLETTE & CO.

— IMPORTERS OF —

WINES, LIQUORS, CIGARS,

Etc. Etc. Etc.

No. 81 ST. JAMES STREET,

(NEAR LA BANQUE DU PEUPLE)

MONTREAL.



SOLE AGENTS IN CANADA FOR

LA CIE DU VIN DE ST. RAPHAEL	.	.	.	.	Valence.
A. MAGNIER & CO.	.	.	.	.	Cognac.
C. LAVIOLETTE & CO.	.	.	.	.	Havana.
J. T. WILKENS	.	.	.	.	Rotterdam.

and so arranged as to afford ample accommodation for the steadily increasing Montreal business—a space equal to 40 x 21 feet being devoted to the public.

The extensive operating room, fitted with the instruments, and all in motion, is an interesting sight; its adjuncts, and the engineer's offices are on the second floor, while on the last flat is the stationery department, work room, &c.

Upon the roof, crowning all, is the cupola, looking like an immense pepper-castor, being punctured all round with scores of holes for the admission of the web of wires which will here centre from the vast and steadily increasing number of offices which dot the Dominion in all directions. From the cupola the wires are carried to the operating room.

The edifice, which has been constructed in a very substantial manner, forms a noteworthy addition to the number of elegant and substantial public buildings that the Canadian metropolis possesses.

BANK BUILDINGS.

MERCHANTS BANK OF CANADA.

This magnificent edifice, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sandstone, with polished Peterhead red granite columns in the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being arranged at the back of the building, approached by a central corridor from the street. This is a handsomely designed room, about 60 feet by 50 feet, and 42 feet high, paved with tessellated tiles, with galleries for head clerks, &c., on two sides. Out of this main banking office, which is fitted up in the most elaborate style, are the strong rooms, which have been designed and constructed with the utmost possible care, to ensure the safety of their contents against fire and thieves, no expense having been spared to make them as perfect as possible. In the first and second floors are arranged the board-room, secretary's rooms, and other offices, and the whole building is fitted up with every convenience. The windows are filled with double sashes, the inner one glazed with plate glass. The bank-room windows and doors are fitted with Burnett's patent wrought-iron revolving shutters, and electric bells are used throughout. A telegraph office, with wires communicating with all the telegraph systems in the city is fitted up within the building, and a handsome electric clock marks the time, with dials in five different parts of the structure.



CANADA PAPER CO., LIMITED,
Paper Makers and Wholesale Stationers.

Sole Agents in Canada for the celebrated A. B. Fleming Co's Printing
 and Lithographic Inks, Edinburgh, Scotland: and Marriani
 Printing and Lithographic Presses, Paris, France.

OFFICES AND WAREHOUSES:

578, 580, 582 Craig Street, MONTREAL. 11 Front Street West, TORONTO, Ont.

BANK OF MONTREAL. (PLACE D'ARMES.)

Is built in the Corinthian style of architecture, and has a frontage on St. James street of over 100 feet, and extends to Fortification lane in the rear. The entrance is by a portico supported by immense columns of cut stone. These are surmounted by a pediment. The sculpture on the pediment is 52 feet long and weighs over twenty-five tons, there being twenty different pieces. The figures are colossal, eight feet in height for a human figure, and are placed at an elevation of fifty feet from the ground. The arms of the Bank, with the motto "*Concordia Salus*," forms the centre of the group. On each side, *vis-a-vis*, is seated a North American Indian. The other two figures are a settler and a sailor on either side, the former, with a calumet or pipe of peace in his hand, reclining upon logs, and surrounded by the implements and emblems of industry, the spade, the plough, the locomotive engine; literature and music putting in a modest appearance in the distance, in the shape of a book and a lyre. The whole sculpture is in Binny stone. The work was executed by Mr. John Steel, R. S. A., Her Majesty's sculptor in Scotland.

MOLSON'S BANK.

Situated on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented. The main entrance is through a portico supported by highly polished columns of Scotch granite. On the two upper stories of the front, are richly carved wreathes of flowers, fruits, &c. The front is surmounted by a richly carved shield bearing the arms of the Molson family, and supported by two female figures, the whole being executed in sandstone. The third story of this building is used by the Board of Arts as a school of design.

BANK OF BRITISH NORTH AMERICA.

Situated on St. James street, near St. François Xavier, is built entirely of cut stone, and is of the Composite style of architecture. The head office of this bank is in London, England. It was established in 1836, and was incorporated by Royal Charter in 1840.

ONTARIO BANK.

Is situated on Place d'Armes. Is in the Italian style of architecture, four stories in height and built of Montreal limestone. The arched entrance to the bank and houses, with their masked key stones are bold and massive, and projecting wreathes of myrtle leaves are introduced between the windows. The frontage of the building is fifty feet; the depth seventy feet. The roof is surmounted by an ornamental iron railing.

ESTABLISHED 1872

STROUD BROTHERS, Tea and Coffee Importers,

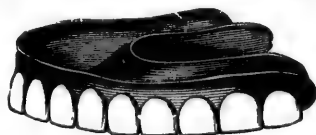
91 ST. LAWRENCE MAIN STREET,

MONTREAL.

— ALSO AT —

TORONTO, OTTAWA, KINGSTON & BELLEVILLE.

→ * TEETH EXTRACTED WITHOUT PAIN * ←



AT CITY DENTAL SURGERY ROOMS

— BY —

Dr. W. H. DION YOUNG,

1694 NOTRE DAME STREET,

Is pleased to inform the neighboring towns and country that he has been obliged to enlarge his rooms for numerous accommodating calls.



Teeth inserted in every method. Filling attended to in Gold, &c. Medical Advice gratis. All Operations performed in a Scientific Manner.

BANQUE JACQUES CARTIER.

The new building occupied by this bank is situated on the east side of Place d'Armes, and is a well executed building in the modern French Renaissance style, four stories in height, with high mansard roof.

THE VICTORIA BRIDGE.

This wonderful triumph of engineering skill was completed in 1859, from the designs of Robert Stephenson and A. M. Ross, ably carried out by the energy of James Hodges. The bold idea of a bridge to span the St. Lawrence did not, however, originate with them, as, in fact, the Honourable John Young in 1847, and Mr. C. T. Keefer in 1851, had, long before the English engineers came out, demonstrated its feasibility and pointed out the location which was afterwards, with slight modifications, adopted. The engineers skilfully availed themselves of a ledge of rock, which crosses the river from Point St. Charles to St. Lambert's, upon which to found their superstructure.

The bridge is 9,184 feet in length. There are 25 tubes, which are supported by 24 piers and the two terminal abutments, or, to be more precise, there is a centre tube, and on either side six pairs of double tubes. The centre tube is detached at both ends; and the double tubes are bolted together and to the piers at their inner junction, and free at their outer ends. These free ends rest upon rollers, and, as openings are left between each set of double tubes, the expansion and contraction caused by the extremes of Canadian climate are amply provided for. The tubes are of wrought boiler plate iron, built up with most careful calculation of varying thicknesses of plate, and stiffened with angle-iron. They are of the uniform breadth of 16 feet, and are arranged for a single track within. Their height varies from 18 feet 6 in. at the terminal tubes to 22 feet for the centre tube. The centre tube is 60 feet above the summer level of the river. Besides the openings for expansion, windows are placed in the tubes to afford light. All the spans are uniformly of 242 feet, excepting the centre, which is 330 feet.

The piers are built of limestone of the same formation, the Chazy, but taken from two localities, one at Point Claire, on the Island of Montreal, and the other at Isle Lamotte, in Lake Champlain.

The dimensions of the piers at the summit are 33 feet in the line of river by 16 feet in the line of the bridge. They descend to a point 30 feet above summer level, very gradually increasing in size. At this point the masonry is extended horizontally 10 feet on the up-stream side, from whence it descends, at an angle of 45 degrees, to a point 6 feet below summer level, and thence perpendicularly to the bed of the river. The

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ENGLISH AND FRENCH CLOCKS,

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Fine Gold Jewellery, Novelties in Silver Jewellery, Canadian Souvenirs, Beautiful Jem
Rings, Ladies' and Gents' Watches, all makes, and the grandest stock
of Carnival Jewellery in the city, made by ourselves.

VISIT OUR ESTABLISHMENT AND BENEFIT BY IT.

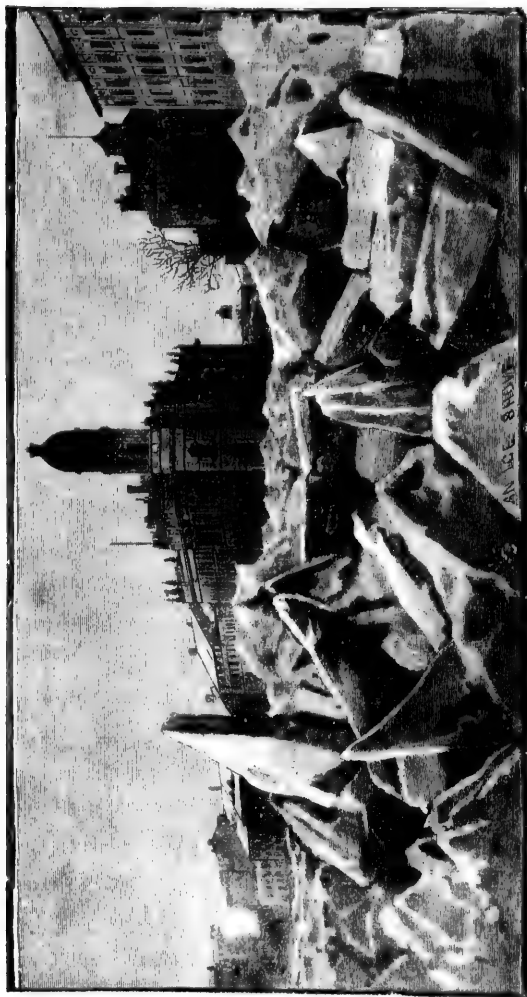
FINE WATCH REPOSITORY:

165—ST. JAMES STREET—165

NEAR ST. LAWRENCE HALL—WEST,

MONTREAL.





AN ICE SHOVE IN APRIL.

main increase in the size of the piers is thus upon the up-stream side ; the other sides, however, increase slightly as they descend. The current runs at the bridge at the rate of seven miles an hour, and the pressure of the ice when piling and shoving in the spring and fall is enormous. The horizontal gain of 10 feet in the up-stream dimension of the piers prevents the ice from reaching the shaft, and the sharp edges to which the piers are brought upon that side form saddles upon which the ice cannot rest, but must break asunder or glide aside. The dimensions of the piers at their foundations are 92 feet by 22½ feet. The abutments are 242 feet by 34 feet at the top, and 290 feet by 92 feet at the foundation. The entrance to this wonderful structure is between high parapets of massive masonry, hewn in Egyptian style. Over the entrance, cut into the lintel, is the inscription :—

ERECTED A.D. MDCCCLIX.

ROBERT STEPHENSON AND ALEXANDER M. ROSS

ENGINEERS.

Over the lintel, just in front of the first tube, is inscribed :

BUILT BY JAMES HODGES

FOR SIR SAMUEL MORTON PETO, BART.

THOMAS BRASSEY AND EDWARD LADD BETTS

CONTRACTORS.

The iron for the superstructure was all prepared at Birkenhead and sent out, each piece so marked as to go readily into its place. The first stone was laid on July 20th, 1854, and the first passenger train crossed December 19th, 1859.

The following data, from Mr. Legge's excellent little book about the bridge, are given for the benefit of visitors who may be fond of figures :—

Cubic feet of masonry, 3,000,000 feet ; tons of iron in tubes, 8,250 ; number of rivets, 2,500,000 ; painting on tubes, 30 acres, four coats, equal to 120 acres ; force employed, 3,040 men, 142 horses, 4 locomotives. Total cost 6,300,000 dollars.

Strangers desiring to visit the bridge will require to obtain a pass from the Grand Trunk Railway office at Point St. Charles.

THE ART ASSOCIATION.

This institution was incorporated in the year 1860 under the presidency of the late Bishop Fulford, who, during his lifetime, took a deep interest in its proceedings. Its operations were carried on by a council of gentlemen interested in art matters, and for many years, under their aus-

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Life Assurance Company

ESTABLISHED 1825.

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THE STANDARD is one of the oldest and most extensive Institutions in Great Britain for the Assurance of Lives.

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Total Sum Assured at 15th November, 1884	- - -	99,608,971
Accumulated Funds Invested in Mortgages in England, United States and Canada, Government Securities, Lands, &c.	- - - - -	31,470,457
Claims Paid in Canada, over	- - - - -	2,000,000
Deposit in Ottawa for Benefit of Canadian Policy-holders		198,000
Other Canadian Investments, over	- - - - -	2,000,000



Prospectuses, Annual Reports, Tables of Rates, &c., can be obtained on application at the Head Office, Montreal, or any of the Agencies throughout Canada, where every information on the subject of Life Assurance will be given.

W. M. RAMSAY,

MANAGER, Canada.

pices, exhibitions were held with much success. The late Mr. Benaiah Gibb, a member of the council, died in 1877, and bequeathed to the Association the lot of land at the corner of St. Catherine and Phillips' square, upon which the gallery is erected, and 8,000 dollars in money. He left also his own collection of ninety paintings and some bronzes as a nucleus for a gallery. To these, some works of art have been added by the liberality of citizens. The gallery is open every week day from ten until four on payment of 25 cents. Members paying an annual subscription of five dollars, and their families are admitted free. Besides the permanent exhibition, special exhibitions of paintings, engravings, ceramics, and other works of art are periodically held. Lectures on kindred subjects are provided, and art classes are carried on under competent teachers. An Art Reading Room to form the nucleus of an art library has been recently started in this building.

THE NATURAL HISTORY SOCIETY

occupies a building of its own in University street. It dates from the year 1827, when it was first organized. The Museum was commenced in 1832 in a building in Little St. James street, and the Society removed in 1858 to its present building. The ground flat is occupied by the lecture room and library. On the second flat is an excellent and extensive natural history collection and a collection of interesting objects connected with Canadian history and the native races of Canada. Besides the regular meetings of the society, courses of lectures are given during the winter on scientific subjects. the transactions of the society are published in the *Canadian Naturalist*, a quarterly magazine established in 1852 by the late E. Billings. In it all the papers of interest which are read at the monthly meetings appear, and the bound volumes of back years contain a mass of interesting and valuable information relating to the natural history of Canada which cannot be found elsewhere.



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FOR the past 30 years THIS HOTEL, familiarly known as the "ST. LAWRENCE," has been a household word to all Travelers on the Continent of North America, and has been patronized by all the ROYAL and NOBLE Personages who have visited the City of Montreal.

THIS HOTEL, including the entire block which is admirably situated, being in the very heart of the city, and contiguous to the General Post Office, Public Buildings and other places of interest and of business, has recently been acquired by Mr. Henry Hogan, the former Proprietor, who has handsomely and appropriately decorated and renovated the interior, and completely refitted the whole of the apartments with new furniture, comprising 100 new rooms, making the present number of apartments 250. A new and elegant Passenger Elevator has also been added, and the Halls and Public Rooms are lighted by the Electric and Incandescent Lights, making it the most attractive lighted Hotel in the Dominion.

The Hotel is managed by Mr. Samuel Montgomery, under the immediate personal supervision of Mr. Hogan, than whom no one is better qualified to conduct an hostelry of such magnitude as the ST. LAWRENCE HALL, and than whom no one has gained a better reputation as an obliging, generous and considerate host.



Hotel Coaches are in attendance on arrival of all Trains and Steamers.

All Baggage Checks should be given to the Porter in attendance.

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By the drive.	Time allowed—Fifteen Minutes.	
	For 1 or 2 persons	25 cts.
	For 3 or 4 persons	40 cts.
	Time allowed—Thirty Minutes.	
	For 1 or 2 persons	40 cts.
	For 3 or 4 persons	60 cts.
For the first hour.		
By time.	For 1 or 2 persons	75 cts.
	For 3 or 4 persons	1.00
	For every subsequent hour.	
	For 1 or 2 persons	60 cts.
	For 3 or 4 persons	75 cts.

TWO-HORSE VEHICLES.

By the drive.	Time allowed—Fifteen Minutes.	
	For 1 or 2 persons	50 cts.
	For 3 or 4 persons	65 cts.
	Time allowed—Thirty Minutes.	
	For 1 or 2 persons	65 cts.
	For 3 or 4 persons	75 cts.
Per hour.	For 1 or 2 persons	\$1.00
	For 3 or 4 persons	1.25

BAGGAGE.

For each trunk carried in any such vehicle, 10 cts.

No charge shall be made for travelling bags, valises, boxes or parcels, which passengers can carry by the hand.

a. When the drive exceeds half an hour, hour rate to be charged : fractions of hours for any drive exceeding one hour shall be charged at *pro rata* hour rates as above established for drives by the hour ;

b. For drives between midnight and four o'clock in the morning, fifty per cent shall be added to the tariff rates above established ;

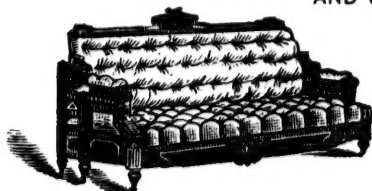
c. The tariff by time shall apply to all drives extending beyond the city limits provided the engagement be made within the limits ;

d. Children under five years of age and sitting on their parents or guardians' lap will be admitted free of charge and shall not be held as being included in the word "persons" in the said tariff ;

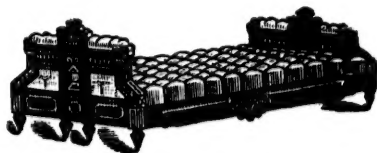
e. The word "drive" wherever it occurs in the said tariff shall be held to admit stoppages within the time fixed for said drives.

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PATENTED IN ENGLAND, FRANCE, BELGIUM, UNITED STATES
AND CANADA.



CLOSED.—As a Parlor Sofa.



OPEN.—As a Bed, with Spring and Hair Mattress.

THE ONLY useful and common sense Sofa-Bed—has stood the test for years—*No Pulleys, Wires, Catches, etc.* to have it out of order every second day ; positively free from insects ; has a place under the seat to stow away the bed-clothes.

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MONTREAL FIRE ALARM TELEGRAPH.



Box No.	LOCALITY.	Box No.	LOCALITY.
2.	Cor. St Jean Baptiste and St. Paul streets.	65.	Dalhousie Square, (Fire Station.)
3.	Cor. Jacques Cartier Sq. and St. Paul street.	67.	Corner Wolfe and Notre Dame streets.
4.	St. Gabriel Street Fire Station.	68.	Corner Roy and Drolet streets.
5.	Cor. Notre Dame and St. Frs. Xavier streets.	69.	Corner Sherbrooke and St. Denis streets.
6.	Cor. St. Sacrament and St. Peter streets.	71.	Windsor Hotel, c. Dorchester and Stanly sts.
7.	Cor. St. Paul and McGill streets.	72.	Corner Craig and Visitation streets.
8.	Corner Youville and Common streets.	73.	Corner Cadieux and Courville streets.
9.	Cor. Notre Dame and McGill streets.	74.	Corner Dorchester and St. André streets.
12.	Cor. Craig and Chenneville sts. (Cent'l Fire St.)	75.	Corner Mignonne and St. André streets.
13.	Corner Craig and St. Lambert Hill.	76.	Fire Station, corner Beaudry and Ontario.
14.	Cor. Vitre and Sanguinet street.	78.	Corner Seigneurs and St. Patrick streets.
15.	Cor. St. Lawrence and Lagauchetière streets.	81.	Corner Robin and Visitation streets.
16.	Cor. Dorchester and St. Urban streets.	82.	Corner St. Catherine and Panet streets.
17.	Corner Bleury and Dorchester streets.	83.	Corner Maisonneuve and Dorchester streets.
18.	Beaver Hall Hill.	84.	Corner Logan and Champlain streets.
19.	St. Antoine (opp. Genevieve street.)	85.	Corner Champlain and Ontario streets.
21.	Cor. Brunswick and Dorchester streets.	86.	Corner Congregation and Wellington streets.
23.	St. Catherine street, (No. 5 Fire Station.)	87.	Corner of Menai and Forfar streets.
24.	Cor. St. Lawrence and St. Catherine streets.	91.	Cor. Craig and Gain streets, (Fire Station.)
25.	Cor. German and Dorchester streets.	92.	Adams Tobacco Factory, Notre Dame street.
26.	Corner St. Catherine and St. Denis streets.	93.	Corner Ontario and Fullum streets.
27.	Cor. German and Ontario sts. (Fire Station.)	94.	Corner Berri and Dubord streets.
28.	Cor. St. Lawrence and Sherbrooke streets.	95.	Gas Works, Hochelaga.
29.	Corner St. George and Sherbrooke streets.	96.	Rolling Mills, St. Cunegonde.
31.	Corner University and Sherbrooke streets.	97.	Shedden Co.'s Stables, William street.
32.	Cor. McGill College Av. and St. Catherine st.	112.	Corner Notre Dame and Rolland's Block.
34.	St. Lawrence, (opp. Guilbault street.)	113.	Opposite 60 German street.
35.	Cor. Prince Arthur and Shuter streets.	114.	Hochelaga Fire Station.
36.	Corner King and Common streets.	115.	Corner Moreau and Notre Dame streets.
37.	Corner Duke and Ottawa streets.	116.	Corner Moreau and Ontario streets.
38.	Corner Dupré Lane and St. Maurice street.	117.	Corner Marlborough and Logan streets.
39.	Corner St. Antoine and Cathedral streets.	118.	Corner Notre Dame and Frontenac streets.
41.	Chaboillez Square (Fire Station.)	119.	Corner Iberville and Logan streets.
42.	Wellington street (Fire Station.)	121.	Corner Parthenais and St. Catherine streets.
43.	Mill street.	123.	Corner Wolfe and Lagauchetière streets.
45.	Corner Wellington and McCord streets.	124.	Corner Dufresne and Mignonne streets.
46.	Corner Colborne and Ottawa streets.	125.	Corner Christophe and Ontario streets.
47.	Corner Notre Dame and Mountain streets.	126.	Corner Wellington and Eleanor streets.
48.	Corner St. Antoine and Mountain streets.	127.	Opposite 112 Maple street.
49.	Corner St. Catherine and Mountain streets.	128.	Corner St. Catherine and Amherst streets.
51.	Corner Sherbrooke and Peel streets.	129.	McDonald Tobacco Works, Ontario street.
52.	Corner St. Antoine and Guy streets.	132.	Old Custom House (North Corner.)
53.	Corner St. Martin and St. James street.	134.	Corner Craig and Hermine streets.
54.	Corner Notre Dame and Canning streets.	135.	Exhibition Building.
56.	Corner Fulford and Coursol streets.	139.	C. P. R. Shops, Hochelaga.
57.	Corner William and Seigneurs streets	142.	Seigneurs street, (Fire Station.)
58.	No. 10 Fire Station, St. Catherine street west.	143.	Corner Notre Dame and Guy streets.
59.	Grey Nunnery, Guy street, cor. Dorchester st.	145.	Reservoir, McTavish street.
61.	Canada Sugar Refining Co.'s Refinery.	149.	Canada Rubber Company.
62.	St. Gabriel Market, (Fire Station.)	152.	Corner Dorchester and Mansfield streets.
63.	Grand Trunk Works, (Pointe St. Charles.)	153.	Corner St. Catherine and Fort streets.
64.	Cor. Notre Dame and Bonsecours streets.		

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